



Front Street Connectivity Plan



City of Mankato
City Center Partnership
November 2014

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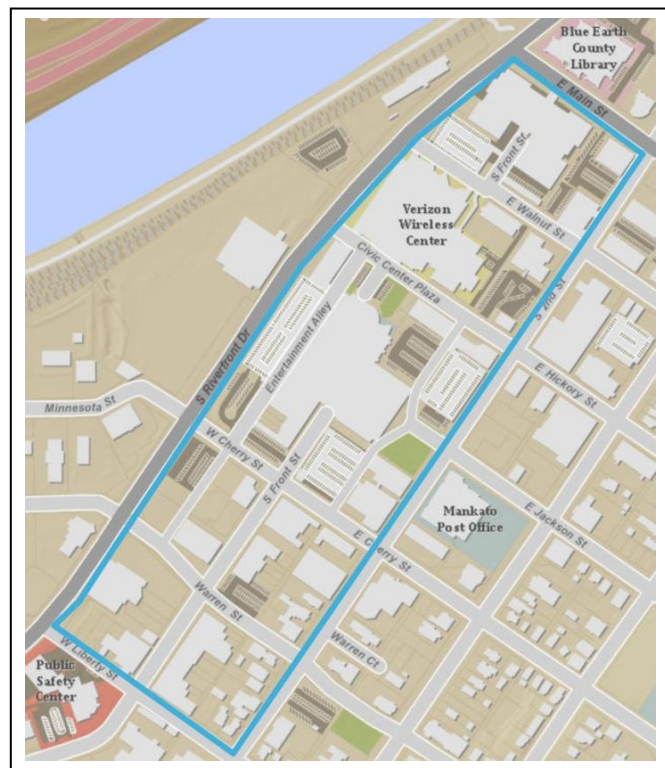
CITY CENTER RENAISSANCE

In 2005, the City renewed its Strategic Plan and an identified goal emerged for downtown revitalization - City Center Renaissance. In 2006, the Mankato community began a visioning process to create "Envision 2020" to assist Greater Mankato in further establishing itself as a regional market place in 2020. Envision 2020 identified a community goal of Downtown Renaissance with a vision as, *"Redefine and revitalize the downtowns of Mankato and lower North Mankato as the Valley, a center for the region that is cultural, civic, governmental, residential and the entertainment heartbeat of the area."* This vision is supported by various goals including the calling for a Task Force to develop a plan for this area. In order to move forward the concept of a City Center Renaissance, a plan needed to be developed. In August 2006, the City Council appointed a City Center Renaissance Stakeholder Task Force charged with the review and revitalization of planning practices within the City Center. The City Center Renaissance Plan was completed in June of 2007 and continues to serve as the guidance document that directs revitalization efforts in Mankato's City Center.

FRONT STREET CONNECTIVITY

The need for connectivity improvements was spelled out in the City Center Renaissance Plan, which specified, "linkages to entertainment, retail, and recreational areas" by "reclaiming Front Street as a pedestrian corridor" and "promoting South Front Street as an entertainment and pedestrian scale shopping area that provides synergy with the Arts and Cultural District and is linked to the Convention Campus." The City Center Partnership (CCP) established Front Street Connectivity as a priority for 2012, and in May 2012, the CCP and the City of Mankato formally partnered to lead a collaborative process to gather conceptual ideas and consensus around a new pedestrian focused Front Street corridor.

The Front Street Connectivity Plan is an initiative to improve the economic viability, market position, and accessibility of Front Street in City Center Mankato along a six block corridor from Main Street to Liberty Street. This corridor is the hub of the City Center with activity radiating outward throughout the area. The planning area is bordered by Main Street, Second Street, East Liberty Street, and South Riverfront Drive.



To craft the Front Street Connectivity Plan, the City of Mankato and the City Center Partnership collaborated and convened a 20-member Task Force. Over 100 community members shaped the plan by participating in a design charrette and public open house. Additional background information regarding the design charrette and public open house is contained in the appendix. Based on discussion and community input, the Task Force created twelve design concepts, which are the basis for the Planning Principles and Implementation Tactics contained herein. Just as the City Center Renaissance Plan serves as the visioning document for overall City Center revitalization, the Front Street Connectivity Plan establishes the vision for the Front Street planning area and provides concepts for future improvements. The concepts are not intended to be prescriptive, but rather used as a guide in final design. As individual components of the plan proceed, specific design details will be determined based on further input from stakeholders and available resources. Although this plan specifically looks at Front Street, the concepts should be considered for implementation in other City Center districts.

PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

PLANNING PRINCIPLE ONE - Improve pedestrian connectivity to entertainment, retail, lodging and recreational areas

Implementation Tactic: Maintain Pedestrian Access through Front Street

In 1977, a portion of Front Street was enclosed to form the Mankato Place Mall as a reaction to the extensive relocation of area retail in the 1960s. A large area of Mankato's City Center was cleared under an urban renewal project that began in 1970. Many of the remaining downtown buildings were altered as part of the Mankato Mall enclosure project. Maintaining pedestrian access through interior spaces situated over Front Street is crucial to ensure the corridor maintains connectivity for pedestrians. Near 24-hour access should be considered for pedestrians to connect from Front Street through the enclosed space of the Mankato Place Mall and the Civic Center. This allows pedestrians to easily walk from the 400 block of South Front Street to the 100 block of South Front Street. As the Civic Center expansion progresses, it is important to maintain pedestrian access through the building. The interior pedestrian connections through the Mankato Place Mall and the Civic Center should be enhanced to support connectivity within the corridor both structurally and operationally. Within the Mankato Place Mall, enhancements could include benches/seating, plantings, wayfinding, and a history/art walk. Figure 1 highlights enhancements to the Front Street corridor.

FRONT STREET CONNECTIVITY PLAN

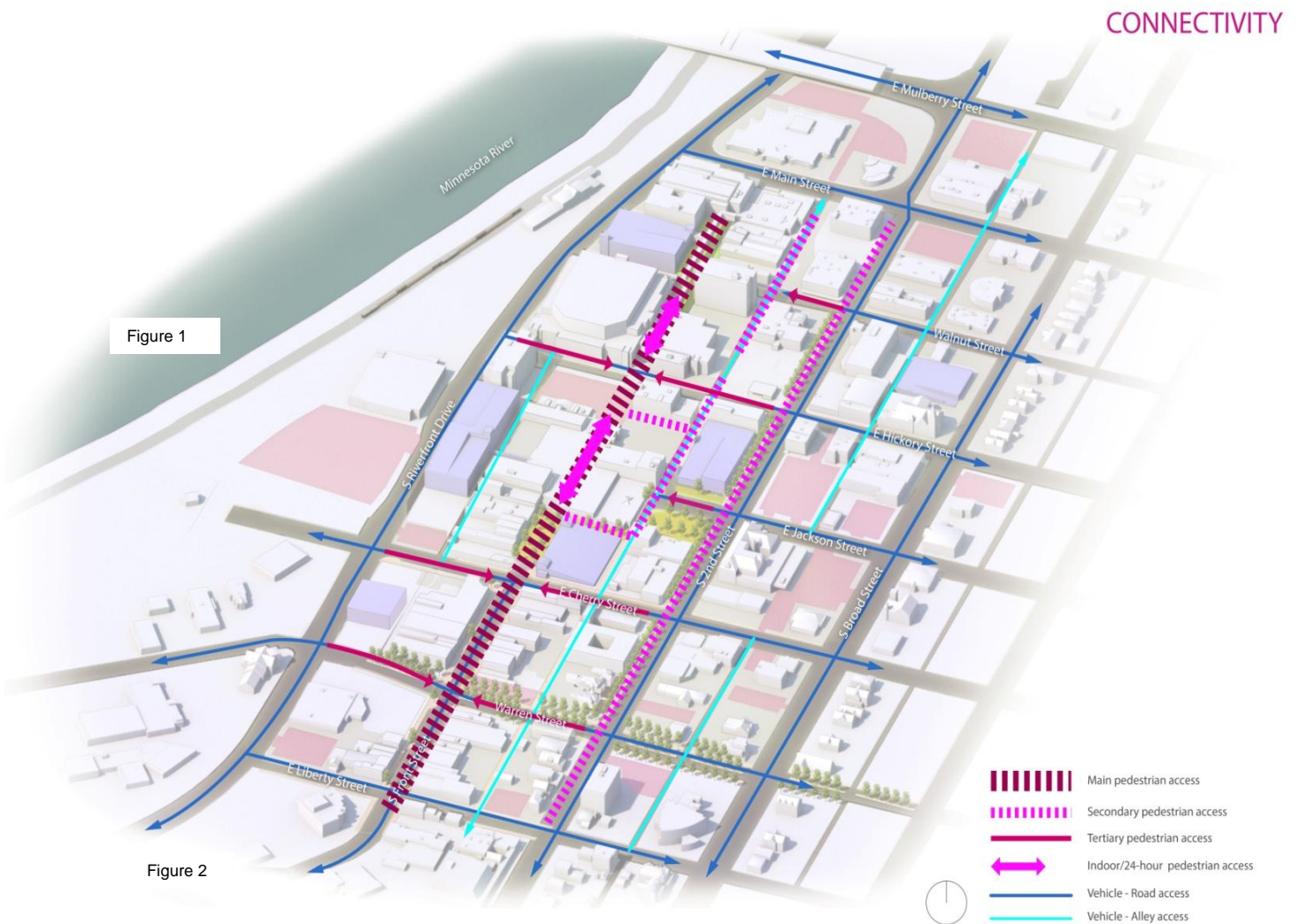


Implementation Tactic: Traffic Calming

Traffic calming helps ensure traffic speeds and volume are not a deterrent to attracting and retaining customers. Bump-outs reduce the street width to force traffic to come into the intersection slower which fosters a feeling of safety for pedestrians. Accentuating crosswalks can also serve as method for traffic calming.



Accentuation of crosswalks may include using different materials for the crosswalk area such as brick and use of contrasting colors. Providing accentuated crosswalks and bump-outs at the middle and ends of blocks encourages safe, convenient and efficient movement of pedestrians across the roadway. Front Street serves as the main corridor for pedestrians and is the ideal location to install traffic calming to enhance pedestrian safety.





Implementation Tactic: Maximize or Maintain Parking Levels

Maximizing and maintaining parking levels helps to ensure convenient access to Front Street. As redevelopment continues in City Center Mankato, it is encouraged to provide parking in expandable parking ramps or within the building itself. Building upwards for commercial, office, residential uses along with parking purposes provides for greater utilization of space and limits the presence of expansive hard-surfaced parking lots. Reducing expansive hard-surface parking lots enhances pedestrian connectivity by keeping a higher density of pedestrian destinations and eliminating the need for the pedestrian to walk through a large parking lot.

Another method to maximize parking levels is by reconfiguring existing parking for greater utilization of parking spaces. Efforts should be pursued to assist property owners to co-op existing private parking for more effective usage. A prominent area that would benefit from this is the 500 block and 600 block of South Front Street. An example of success of this strategy elsewhere is the 300 block of North Riverfront Drive, as in Figure 3.



Figure 3

Implementation Tactic: Wayfinding Signage

Providing wayfinding signage helps encourage connectivity and maintain visitor satisfaction. Wayfinding signage will be uniform and color-coded, making them easily identifiable. This will result in an improved image and branding of the City Center.

Figure 4 denotes the proposed locations of wayfinding signage and preliminary designs. Signage displaying the City Center brand would strategically be placed at primary and secondary arrival points into the Front Street corridor and are denoted in pink in Figure 3. Additional wayfinding signage would be located along the Front Street Corridor to direct pedestrians to other districts including Market Center, Arts District, Riverway, and Sibley Parkway. Vehicular and directional signage will be installed to assist visitors with navigating to public parking, lodging, dining, and other points of interest and concepts for such shown in green in Figure 3. Strategically placed Informational kiosks, which include a map of destinations within City Center Mankato, would also be helpful to pedestrians. The proposed locations of kiosks are denoted in blue in Figure 3, along with the proposed locations of wayfinding signage and preliminary designs for pedestrian signage. A final plan will be developed with additional input from stakeholders.

CITY CENTER BRANDING

CITY CENTER BRAND

Main Identifier



CITY CENTER BRAND

Secondary Identifiers



CITY CENTER BRAND

District Identifiers



BRANDING OPPORTUNITIES

Vehicular Signage



BRANDING OPPORTUNITIES

Directional Signage



PROPOSED ORIENTATION

- PRIMARY POINT OF ARRIVAL IDENTIFICATION
- SECONDARY POINT OF ARRIVAL
- PRIMARY DIRECTIONAL SIGNAGE AT DECISION POINTS
- KIOSKS: ORIENTATION, MAPPING DESTINATIONS, SERVICES, ETC.

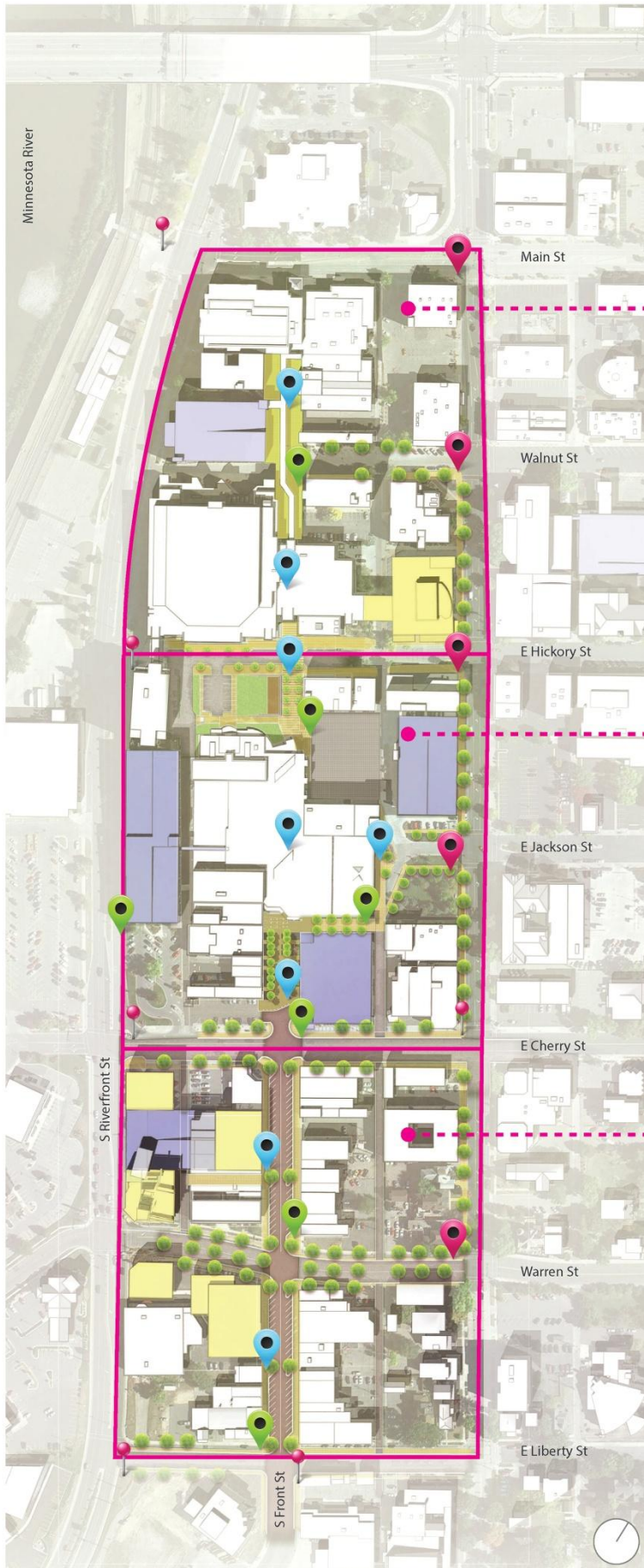


Figure 4

FRONT STREET CONNECTIVITY

PLANNING PRINCIPLE TWO - Improve the flexibility and safety of Front Street and Public Plazas to provide gathering and event spaces

Implementation Tactic: Enhance Front Street Plaza

Front Street Plaza, situated along the 100 block of South Front Street, should be enhanced to encourage activity to attract pedestrians. Such enhancements could include enhanced lighting, flexible event space, trees, decorative paving, benches, hanging baskets, public art, and landscaping. The 100 block of Walnut Street should include similar enhancements as it serves as a gateway to the plaza.

Implementation Tactic: Enhance Cherry Street Plaza

The former design of the Cherry Street Plaza posed safety concerns and also restricted the size of outdoor space for businesses. The redesign of Cherry Street Plaza will include increased lighting, trees, benches, landscaping, increased space for outdoor dining, decorative paving, bollards, and flexible space for events. The redesign encourages activity to attract pedestrians while improving public safety. Please refer to Figure 5 for a rendering of Cherry Street Plaza.



Figure 5

Implementation Tactic: Enhance the Intergovernmental Center Plaza

Enhancing the Intergovernmental Center (IGC) Plaza with improved functionality expands the current utilization of the plaza for community events. The redesign of the plaza should include green space that will efficiently accommodate public events such as "Songs on the Lawn." Electrical service should be integrated and easily accessible for such events. The design of the plaza could also include an active water feature, such as pop up jet fountains or splash pads, to encourage family gatherings. Parking and access for citizens to the IGC is critical and will have to be incorporated into any redesign of the IGC plaza.

Decorative traffic controls, such as those depicted in Figure 6, could be installed to aid in pedestrian safety and movement for Civic Center events. The use of decorative traffic controls would replace the orange construction barricades which are currently used.

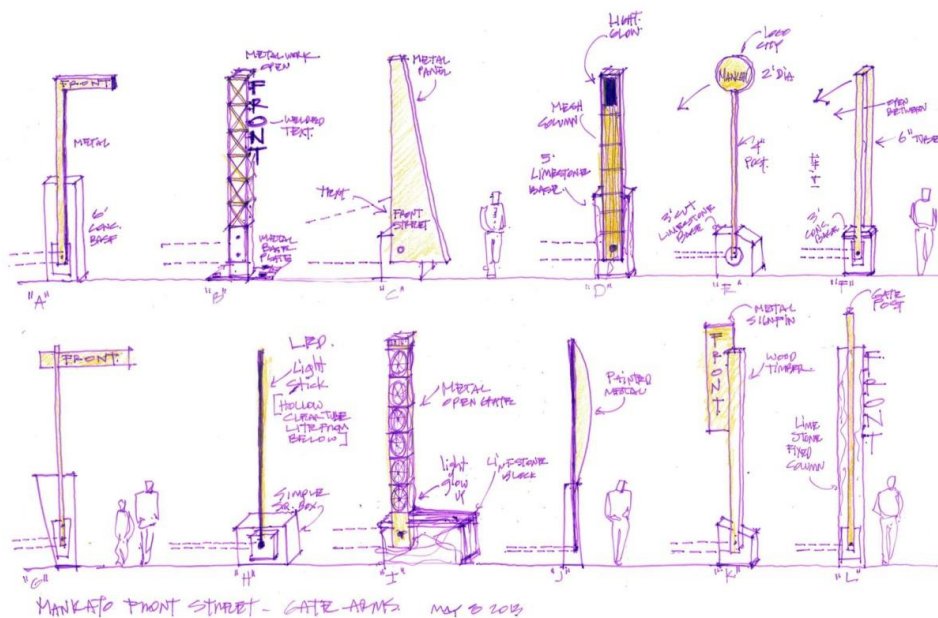


Figure 6

An open-sided covered walkway should be considered along a portion of the path between the Mankato Place Mall and the Civic Center Plaza. The intention is not to provide a fully weather-protective enclosure, but to encourage increased year-round pedestrian connectivity through partial protection from weather. Decorative color changing lighting on the walkway and through the plaza could be provided and be programmable.



Figure 7

With funding secured for the Civic Center expansion, greater importance is placed on enhancing the Intergovernmental Plaza as the expansion will result in the presence of both men's and women's Maverick hockey games and will also attract more attendees to the Civic Center. Please refer to Figure 7 for a conceptual rendering of the IGC Plaza.

PLANNING PRINCIPLE THREE - Create an aesthetically inviting atmosphere

Implementation Tactic: Enhance the Pedestrian Realm



Enhancements to the pedestrian realm including trees, hanging baskets, improved lighting, planters, bike racks, and benches, help to create an aesthetically inviting atmosphere.

Trees are needed in urban environments as they aid with filtering pollutants, preventing soil erosion, providing a vertical habitat and creating micro-climate relief. In addition to providing aesthetic and ecological benefits, trees can play an economical role as well by shading properties during summer peaks and shielding pedestrians from the sun.

Species of trees which are able to grow and survive when planted along boulevards are listed in Table 1. Tree species are chosen for comparability of the urban environment. Diversifying within the species is also recommended for visual interest.

Species	Height (ft)	Width (ft)
Standing Ovation Serviceberry	15'	4'
Summertime Maackia	15 - 20'	12' - 15'
Japanese Tree Lilac	25'	25'
Spring Snow Crabapple	25' - 30'	15'
Ironwood	30' - 50'	25'
Discovery Elm	35' - 40'	35' - 40'
Prairie Pride Hackberry	40' - 55'	40' - 50'

Table 1

Providing greater areas devoted to the pedestrian provides increased safety and encourages pedestrian movement rather than vehicular movement. Sidewalk widths greater than 10 feet help attract more pedestrians and to retain pedestrians in the district longer. The increased sidewalk width encourages pedestrian activity and allows space for much desired outdoor dining.

Allowing for encroachment onto the public right-of-way for uses such as sidewalk cafes helps to activate the area, contributing to a vibrant urban culture and making streets more dynamic places to walk, gather, and dine.

Design guidelines for sidewalk cafes were adopted to achieve uniform appearances and to maintain the character of Mankato's City Center while ensuring safety for pedestrians. The design guidelines are included in the appendix.



The City Center Convention Campus is situated along Front Street and ground and skyway level connections of hotels, parking ramps, Intergovernmental Center and Civic Center is encouraged. Linkages to entertainment, retail and recreational areas should be pronounced. Existing and new pedestrian corridors should be enhanced by constructing uniform streetscaping and lighting elements which will provide safety, buffer from vehicular traffic and create a sense of wayfinding.

A diversity of businesses should be encouraged in order to provide service and support to the adjoining residential area and to enhance the choices for City Center patrons and the diversity of the market place. Rehabilitation of properties located within City Center Mankato should continue in order to provide viable and up to date business space while retaining the heritage of the area.



Implementation Tactic: Implement Clean and Safe Tactics

City Center Mankato has seen increased levels of activity as a result of revitalization success attributed to the City Center Renaissance Plan. There will continue to be more activity along the 400 and 500 blocks of South Front Street. As redevelopment progresses along South Front Street, it is ever more important to ensure a balance of cleanliness and safety is provided as activity from employees, residents, and visitors increases. To promote a clean and safe environment, special attention will be given to snow removal, trash pickup, cigarette butt cleanup, gum removal, area power washing, area small sweeper, controlled lighting, security cameras, and having visible police presence. Please refer to the appendix for the Clean and Safe Plan, which spells out specific clean and safe tactics and addresses service costs.

IMPLEMENTATION PLAN

To facilitate successful implementation of the Front Street Connectivity Plan, an Implementation Matrix has been created. The Implementation Matrix is focused on implementation efforts for the City of Mankato and City Center Partnership. It must be realized that the City and City Center Partnership alone cannot be expected to implement the many goals and strategies contained in the Plan. The public and private sectors must share in the responsibility of implementing the vision of the connectivity of Front Street. Property owners, business owners, private developers, residents and all other entities must be active participants and partners.

Establishing consensus and community awareness regarding the vision, planning principles and implementation tactics is a necessary first step. The commitment of the public and private sectors is critical to ensuring that future public and private development, infrastructure improvements, policy decisions and other actions are consistent with this Plan. The City of Mankato will periodically review implementation efforts of the public sector. This should not be misconstrued as the sole implementation of the plan lies within the City of Mankato.

PLANNING PRINCIPLE ONE: IMPROVE PEDESTRIAN CONNECTIVITY TO ENTERTAINMENT, RETAIL, LODGING AND RECREATIONAL AREAS

Planning Principle/Implementation Tactic	Timeline	Financing Strategy
Implementation Tactic: Maximize or maintain parking levels		
a. Encourage redevelopment projects to provide underground parking or parking within the building	Ongoing	Indirect cost
b. Encourage property owners to co-op existing private parking areas to maximize space	Ongoing	Indirect cost
Implementation Tactic: Traffic calming		
a. Provide bump-outs at the middle and ends of blocks	May 2014 - 2017	Undetermined amount
b. Provide accentuated crosswalks (contrasting colors and materials)	May 2014 - 2017	Undetermined amount
Implementation Tactic: Wayfinding signage		
a. Install City Center brand signs at primary and secondary arrival points <ul style="list-style-type: none"> • Main Street and 2nd Street • Walnut Street and 2nd Street • E. Hickory Street and 2nd Street • E. Jackson Street and 2nd Street • E. Cherry Street and 2nd Street • Warren Street and 2nd Street • E. Cherry Street and S. Riverfront Drive • Main Street and S. Riverfront Drive 	2015-2017	Undetermined amount
b. Install district signs; E-District, Market Center, Arts District, Riverway, and Sibley Parkway	2015	Undetermined amount
c. Install vehicular and directional signage <ul style="list-style-type: none"> • Walnut Street and S. Front Street • IGC Plaza • E. Cherry Street and S. Front Street • Warren Street and S. Front Street • E. Liberty Street and S. Front Street • Cherry Street Parking Ramp 	2015-2017	Undetermined amount
d. Install kiosks and orientation mapping of destinations <ul style="list-style-type: none"> • 100 block of S. Front Street • Pedestrian connection through Civic Center • IGC Plaza • Mankato Place Mall - Atrium • Mankato Place Mall - E. Jackson Street entrance • Cherry Street Plaza • 500 block S. Front Street • 600 block S. Front Street 	2015-2017	Undetermined amount
Implementation Tactic: Maintain pedestrian access through Front Street		
a. Maintain near 24-hour access through the Mankato Place Mall and Civic Center	Ongoing	Undetermined amount
b. Enhance the pedestrian access through the Mankato Place Mall and Civic Center: <ul style="list-style-type: none"> • Benches/seating • Plantings • Wayfinding • History/art walk 	2015-2017	Undetermined amount

PLANNING PRINCIPLE TWO: IMPROVE THE FLEXIBILITY AND SAFETY OF FRONT STREET AND PUBLIC PLAZAS TO PROVIDE GATHERING AND EVENT SPACES

Planning Principle/Implementation Tactic	Timeline	Financing Strategy
Implementation Tactic: Enhance Front Street Plaza a. Provide flexible event space, enhanced lighting, trees, benches, hanging baskets, public art, decorative paving and landscaping.	2016-2017	Undetermined amount
Implementation Tactic: Enhance Cherry Street Plaza a. Increase pedestrian level lighting, allow for greater utilization of outdoor dining, provide for flexible event space, benches, bollards, decorative paving, trees, and landscaping	May - August 2014	\$264,400 General Obligation / \$79,900 Special Assessment
Implementation Tactic: Enhance the Intergovernmental Center Plaza as a central public gathering space a. Provide flexible event space with an event stage and stage canopy, enhance landscaping and lighting and provide a covered walkway.	2015-2016	Undetermined amount

PLANNING PRINCIPLE THREE: IMPROVE STREETSCAPE AESTHETICS

Planning Principle/Implementation Tactic	Timeline	Financing Strategy
Implementation Tactic: Enhance pedestrian realm a. Enhancements should include trees, hanging baskets, improved lighting, planters, bike racks, and benches. <ul style="list-style-type: none"> • Front Street • 2nd Street • Cherry Street • Warren Street • Hickory Street • Walnut Street • Pedestrian alley north of Cherry Street Parking Ramp 	2014 - 2017	Undetermined amount
b. Sidewalks along the 500 block of S. Front Street should be increased to 20 feet in width	May 2014 - August 2014	\$116,143 - Special Assessments, TIF, General Obligation Bond
b. Encroachment onto the public right-of-way should be allowed for uses such as sidewalk cafes	Ongoing	Indirect cost
c. Develop design guidelines for sidewalk cafes	May 2014	Indirect cost
d. Encourage a diversity of businesses to provide service and support to the adjoining residential area and to enhance the choices for City Center patrons and the diversity of the market place.	Ongoing	Indirect cost
e. Rehabilitation of City Center properties shall continue to provide viable and up to date business space while retaining the heritage of the area.	Ongoing	Undetermined Amount
Implementation Tactic: Implement Clean and Safe Tactics a. Develop a Clean and Safe Plan	September 2014	Indirect Cost
b. Develop and implement tiered maintenance plan	September 2014	Indirect Cost



APPENDIX



FRONT STREET CONNECTIVITY PLAN - CONCEPT & DESIGN

Front Street Connectivity Plan – Concept & Design Taskforce**August 2013**

The City Center Partnership worked to gather a taskforce of individuals representing a diverse cross segment of geography, businesses and civic perspectives along the corridor. The taskforce met over half a dozen meetings from Fall 2012 through Summer 2013 to set the project scope, gather and review public input and review design concepts. Individuals on the taskforce included:

Front Street Connectivity – Concept & Design Taskforce (alphabetical):**Eric Anderson**

Mankato/Mayor

Craig FrericksMankato/Public Safety
Commander**David Schooff**

CCP Board/Taskforce Chair

Tanya AngeMankato/Deputy City
Manager**Devin Gasswint**

South Street/515 S. Front St

Kyle SmithTailwind Group/530 S. Front
St**Gordon Awsumb**Mankato Place/12 Civic
Center Plaza**Charlie Hurd**Mankato Council (ending
December 2012)**Landon Smith**Tailwind Group/530 S. Front
St**Mike Brennan**

Brennan Construction

Mark HustadOnce Read Books/629 S.
Front St**Stacey Straka**CCP Board Chair/Red Door
Creative**Jeremy Clifton**Mankato/Public Safety
Commander**Mark Konz**Mankato/Planning
Coordinator**Paul Vogel**Mankato/Director of
Community Development**Derek Fisher**Property Owner/635 South
Front Street**Najwa Massad**Najwa Catering/1 Civic
Center Plaza**Matt Westermayer**Mankato/Public Safety
Deputy Director**Tom Frederick Jr.**

Pub 500/500 S. Front St

Jason MattickMankato Council (Beginning
January 2013)**Principal Staff and Consultants:****Eric Harriman**

City Center Partnership / Executive Director

Bryan Paulsen

Principal Consultant / I&S Group (formerly known as Paulsen Architects)

Tom Whitlock

Consultant / Damon Farber Associates

Kelly Henry

City Center Partnership / Research Assistant

Front Street Connectivity Plan – Upper Midwest Cities Tour

July 2012

The City Center Partnership set out on a tour of Upper Midwest cities that had both some form of pedestrian area and were also in some way climate and culturally similar to Mankato.

Prior to gathering the taskforce, CCP staff embarked on a research trip to various cities that were deemed “climate and culturally” relevant to Mankato. The goal was to discover if or how cities in the upper Midwest combined pedestrian designed areas with the hardships of a cold climate. That information was provided to the taskforce at their initial meeting. Cities visited on the trip are highlighted below along with the entities that were visited and their primary organizational structure or focus in parentheses:



Iowa City, IA

(City of Iowa City. No meeting arranged w/ IC Downtown District/Special Services-Improvement District)

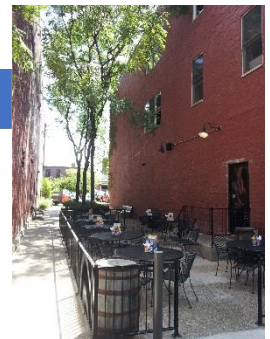


Rock Island, IL

(Walkthrough visit only)

Davenport, IA

(City of Davenport and Downtown Partnership/Special Services-Improvement District)



Beloit, WI

(Downtown Beloit/Member Based Business Association)



Madison, WI

(Downtown Madison/Special Services-Improvement District)



Rochester, MN

(Downtown Rochester/Special Services-Improvement District)



Minneapolis, MN

(Minneapolis Downtown Improvement District/Special Services-Improvement District)

Each city had some form of pedestrian designed area whether a fully closed pedestrian mall, limited vehicle access street, temporarily closed street or a complete street integrating vehicle, transit, bicycling, and pedestrians. The concluding findings of the trip were that these cities:

- Greatly valued their pedestrian area, in spite of winter weather issues and less winter usage.
- The community value was more than recovered through having a strong community gathering place as a public downtown street.
- Nearly all downtowns had a dedicated funding source which they felt was/is critical to maintaining the overall vibrancy of the pedestrian area and the downtown as a whole.

As a point of comparison for our City Center, we are most closely aligned with the city of Beloit, WI with our Member Based Business Association being the City Center Partnership. All other downtown organizations had a primary focus on Special Services or District Improvements along with dedicated funding sources strictly for those purposes. Mankato does have one Special Service funding source with a limited scope and geography that presently cannot fund the broader improvements & maintenance that have successfully been used in these other downtowns.



Mankato/North Mankato, MN

(City Center Partnership/Member Based Business Association)

photo: <http://aytch.mnsu.edu>

Iowa City, IA

- 24/7 mix of businesses
 - 500ft to next bar promotes that
- Strong University involvement
- Housing rehab program for supporting/surrounding residential districts
- Incentivizing projects based on market analysis
- Multi-tasking ambassadors
- Similar anchors to Mankato (mall [repurposed from primarily retail to office/campus/retail mix], hotel over old road, library)
- Encouraged university to have a “rotating” use building to facilitate on-campus renovations
- Elected city officials held a “long term vision” of gains from using TIF
- “T-shaped” 3 block pedestrian street
- City supported clean initiatives. 3 fulltime staff and 11 staff during school year
- Café ordinance, businesses needed to clean their area (food service standards)
- Strong neighborhood associations
- Incentivized Artist housing

Davenport, IA

- City uses “vast/diverse tool box” for economic development
- Strong uses of TIF
- Aggressive in attracting and facilitating development of 2nd story living
- Clean/Safe ambassadors were expensive and need to start multi-tasking (clean, safe, directions, info)
- Strong support of arts and facilitating/incentivizing arts & culture establishments
- Long term vision implemented in phases
- Positive partnerships with regional cities
- No “pedestrian” focused street/area

Rock Island, IL

- Entertainment only focus illustrated need for a 24/7 mix of businesses
- Example of one block transitional street and one block close pedestrian street

Beloit, WI

- Having a realistic knowledge of housing needs
- Economic gardening – strong assistance to attract new & start-up businesses permanently
- Complete street design (bike lanes, bulb outs, seating, trash receptacles)
- Measuring success
- Strong marketing campaigns
 - Events promote district as well as event
- Perception & reality of crime need to be addressed
- Support preservation & restoration
- Art focus

Madison, WI

- Demonstrated long term success with their Business Investment District
- Organic approach to develop Peace Park
- Strong focus on design in the corridor, implemented one block at a time
- Developers go through the public process with projects to get community buy in
- Saw value in having ambassadors but not as primary use of funds
- Strong ambassador multi-tasking
- Self-imposed two year renewal for their BID funding
- Strong anchors
- University financial support even though its outside the BID district
- Street café seating surrounded with unique and stylized fencing set-up/tore down daily
- Strong and attractive wayfinding signage
- Bike share program
- Limited number of franchises
- Utilized market analysis to incentivize projects that filled needs, especially housing
- Limited access street, no parking

Rochester, MN

- Utilized market analysis to incentivize projects that filled needs, especially housing
- Complete streets & See/Safe/Smart ped-bike safety initiative and community awareness
- Used RFP and tax abatement for bricks and mortar, SSD for managements & events
- Necessity of having the correct leader/spokesperson to bring the BID to reality
- Programing is critical
- The DT Org is the “go between” for business-public safety communication
- Need to host our own events and facilitate others’ events

Minneapolis, MN

- Strong ambassadors and clean safe teams, vast majority of BID funding
- Ambassadors were responsible for property condition reports
- Ambassadors were contracted
- Continual power washing (5 week rotation) & gum removal programs
- Integrate communication between majority of “safety” stakeholders (police, bld security, bars, hospitals, campuses)
- Promote safety through design and safety designed into parks
- Doubled fines in park zones
- DID tax is used for 4 things: Clean, Safe, Green, Vitality
- Limited access street, no parking supports cross street connectivity
- Previously a retail only district, transformed into a retail, light night life, and café district



FRONT STREET CONNECTIVITY PLAN - PHASE 1

FRONT STREET CONNECTIVITY Phase 1



SUMMARY

The Front Street Connectivity Plan (FSCP) is an initiative to improve the economic viability, market position, and accessibility of Front Street in City Center Mankato along a six block corridor from the City Center Hotel to the Public Safety Building. The plan established thirteen Design Concept Points to:

- Improve pedestrian connectivity to entertainment, retail, lodging and recreational areas.
- Improve the flexibility and safety of Front Street and Public Plazas to provide gathering and event spaces.
- Improve streetscapes through plantings, lighting, public art, wider sidewalks, signage, and outdoor seating or encroachment spaces.

Associated construction of the Tailwind project in 2014 presents an opportunity to move forward with Phase I of the FSCP along the 400, 500 and 600 blocks of Front Street.

BACKGROUND

Begun in the summer of 2012, the FSCP sought to undertake the City Center Renaissance Plan Implementation Tactic "Downtown Core-Front Street Connections". The plan created shared design concepts stemming from:

- A seven-city research tour of climate and culturally relevant Midwest cities,
- Seven taskforce meetings with urban planners and architects,
- Two public input meetings,
- One input meeting with area young professionals
- Individual property owner meetings and
- Various other research and implementation meetings.

The concepts were vetted and reviewed by the taskforce along with I&S Group (previously Paulsen Architects) design team which included Damon Farber Associates. Assumptions were made that the plan should seek to enhance, not fundamentally change, the corridor and support the near 24-hour activity in the corridor. This approach best balanced the support of existing businesses while improving attractiveness for future development.

PUBLIC ENGAGEMENT

To craft the FSCP, the City Center Partnership convened a 20-member Task Force composed of business and property owners as well as civic leaders, which led a collaborative process with I&S Group design team to gather community input. Over 100 community members shaped the FSCP by participating in a design charrette and public open house. The City Center Partnership Board of Governors approved the final FSCP concept in May 2013 concluding an 11-month research and design process. Finance and implementation research ended in late 2013 and a project petition was undertaken in January 2014.

RATIONAL

Envision 2020 and the City Center Renaissance Plan both point to downtown revitalization as a key strategy to improve Greater Mankato. The FSCP fulfills Section 3, Planning Principle 1 of the City Center Renaissance Plan which calls for "Front Street [to] be reclaimed as a pedestrian corridor...South Front Street will be promoted as an entertainment and pedestrian scale shopping area that provides synergy with the Art and Cultural District...Storefront and supporting building restoration will be pursued in order to attract and retain businesses. Enhance streetscaping in order to buffer and encourage pedestrian movements in and through the Center."

Additionally, in 2011 a series of business focus groups held by the City Center Partnership, and attended by 20% of the City Center businesses, identified pedestrian and bike amenities for both their blocks and connecting throughout the city's as important issues the Partnership could assist with. This resulted in the City Center Partnership Board of Governors selecting the FSCP as an initiative to pursue.

FRONT STREET CONNECTIVITY cont.

BUSINESS SUPPORT

Private property owners comprising 82% of the total private frontage along the 400, 500 and 600 blocks of Front Street have signed petitions supporting the FSCP concept and request the city to undertake a feasibility study and final design.

PROJECT BENEFITS

Business Owners:

- Improved competitive edge in revitalized district
- Additional foot traffic
- Increased product price point and sales quantity
- Increased attractiveness for conventions/lodging

Property Owners:

- Increased property values
- Improved attraction and retention of tenants
- Improved public perception of district

Community:

- Improved sense of place and comfort among patrons
- Additional opportunities for public gathering
- Enhanced community pride
- Increased home values

Government:

- Increased private investment
 - Increased revenue
 - Improved public safety and cleanliness
-

PROJECT COST

Total Project Cost: \$1,101,900 million (\$874,000 city / \$228,000 special assessment)

- 400 Block/Cherry Street Plaza: \$264,400 city / \$79,900 special assessment
 - 500 Block: \$459,500 city / \$74,700 special assessment
 - 600 Block: \$378,000 city / \$73,400 special assessment
-

PROJECT DESIGN CONCEPT POINTS

Goal

To implement a cohesive design framework along the Front Street 100-600 blocks that establishes a competitive advantage in the district through its unique design including a connected pedestrian corridor accessible by vehicle, bus, taxi, bike and other transit modes.

1. Seek to maximize the pedestrian realm for people movement, visitor attraction and customer retention (potential target: 16-18 ft. sidewalks on vehicular streets, pending final engineering which might require variations)
This helps attract more customers and retain them in the district longer
2. Seek to maximize or maintain parking levels (parking orientation TBD. Potential target: split angle/parallel alignment)
This helps ensure convenient access to business
3. Seek to allow encroachment space for things like sidewalk seating/café's
This helps to "activate" the area and make it feel more inviting
4. Seek to maintain, yet calm, traffic flow for pedestrian/customer safety

FRONT STREET CONNECTIVITY cont.

This helps ensure traffic is not a deterrent to attracting and retaining customers

5. Seek to add raised crosswalks and bump-outs at the middle and ends of blocks
This encourages safe, convenient and efficient movement of people/customers between parking and businesses
6. Seek to add enhanced pedestrian amenities in the pedestrian realm, including: some trees, hanging baskets, improved lighting, planters, bike racks, benches and other amenities when/where appropriate
This is an aesthetically pleasing way to soften larger sidewalk space and maintain a friendly feeling
7. Seek to implement clean and safe tactics
This helps ensure the attractiveness of the district and encourage return visits
8. Seek to implement a comprehensive wayfinding signage
This help encourage connectivity and maintain visitor satisfaction
9. Seek to design public realm for flexible use that allows programing
This helps to attracts increased customers that wouldn't ordinarily come
10. Seek a more open Cherry Street Plaza design
This encourages activity to attract customers while improving public safety
11. Seek to enhance IGC Plaza as a central public gathering place while maintaining parking levels
This supports and expands the current civic/community events uses of the plaza with improved functionality and safety
12. Seek to maintain (near 24 hour) access through and design standards in interior spaces (the mall, IGC, and civic center)
This ensures the corridor maintains connectivity for visitors and customers

FRONT STREET CONNECTIVITY Phase 1

February 2014

GOAL

To implement a cohesive design framework along the Front Street 100-600 blocks that establishes a competitive advantage in the district through its unique design including a connected pedestrian corridor accessible by vehicle, bus, taxi, bike and other transit modes.

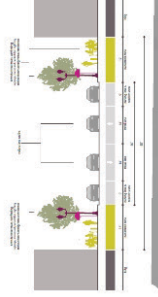


Revised Front Street Connectivity – Phase I Conceptual Renderings



The logo for City Center Mankato features a stylized four-pointed star in maroon and blue to the left of the text "city center" in a large, dark brown serif font, with "mankato" in a smaller, dark brown sans-serif font below it.

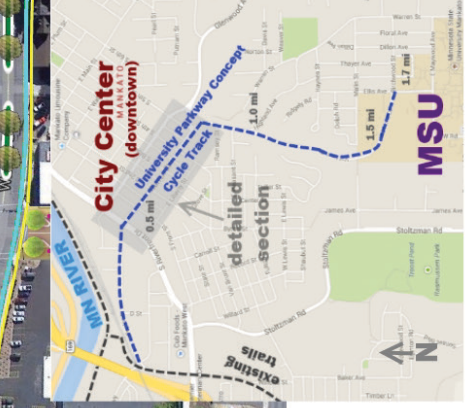
Example: Two-way Cycle Track



Under Construction Summer 2014



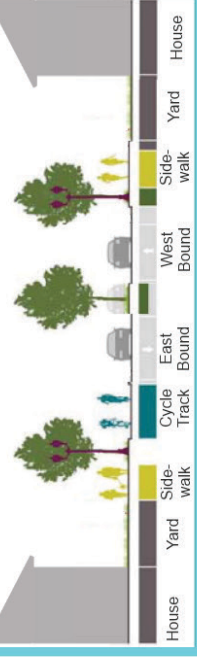
To:
Red Jacket Trail
MN River Trail
Minnesota Trail



The Parkway concept stems from the City Center Partnership Front Street Connectivity Plan public engagement process (2012-14). This is conceptual ONLY and no feasibility has yet been undertaken.



Campus Open Space and Streetscape



Minnesota State University Long Range Plan

AREA 1: MAIN STREET TO HICKORY STREET

Plan & Precedents



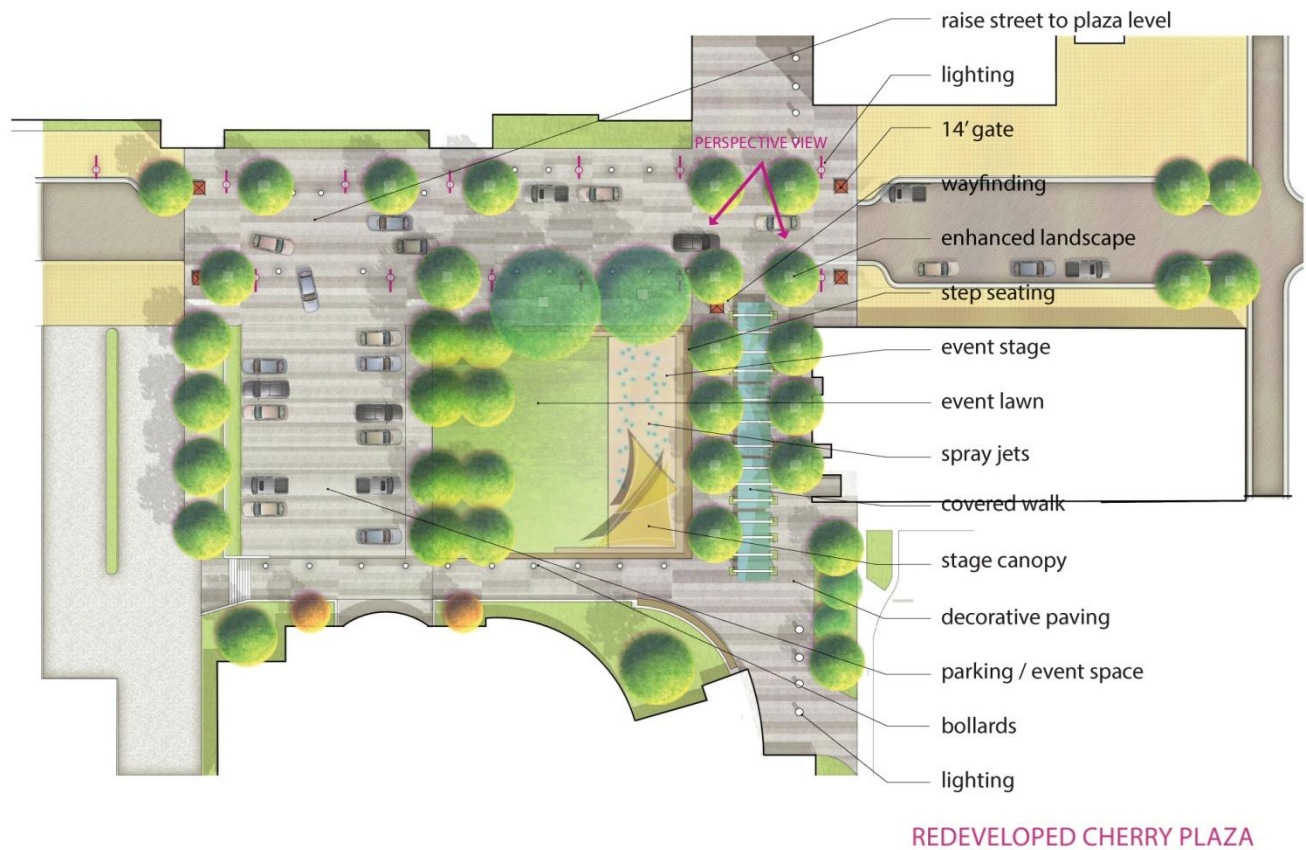
AREA 2: HICKORY STREET TO CHERRY STREET

Plan & Precedents



AREA 2: REDEVELOPED IGC PLAZA AND CHERRY STREET

Plans & Precedents



AREA 3: CHERRY STREET TO LIBERTY STREET

Plan & Precedents

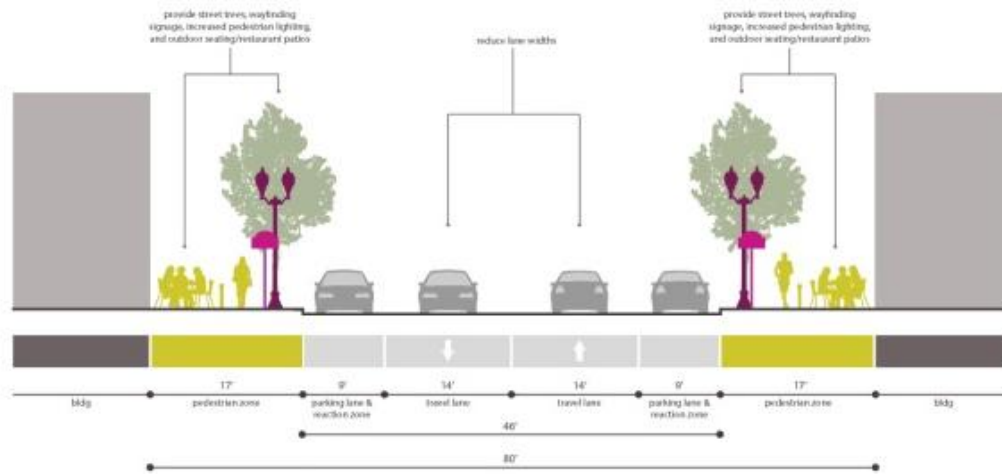
AREA 3: CHERRY STREET TO LIBERTY STREET



AREA 3: FRONT STREET 500 & 600 BLOCK & WARREN STREET

Plans & Precedents

OPTION 1 - FRONT STREET PARALLEL PARKING - BOTH SIDES OF STREET



OPTION 1 - STREET ELEMENT PALETTE

- widened sidewalks to provide opportunities for outdoor seating/restaurant patios
- improve pedestrian lighting
- add street furnishings (i.e., benches, etc.)
- improve wayfinding signage
- opportunities for public art at bumpouts
- bike parking

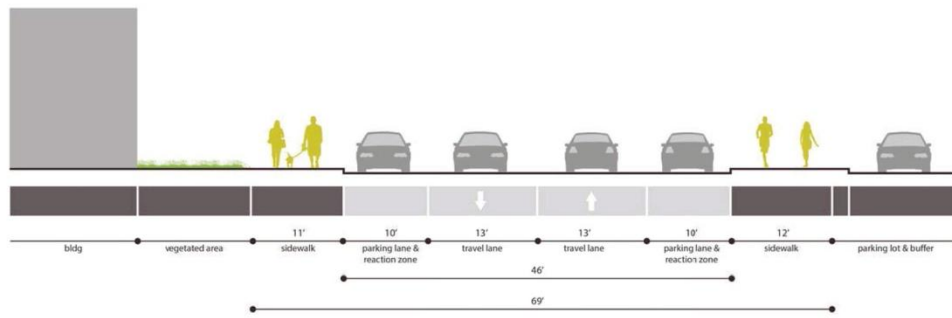
Option 1 - 500 block - Existing vs. Proposed Parking

- Existing Parking - 32 parking spots
- Option 2 Parking - 28 parking spots

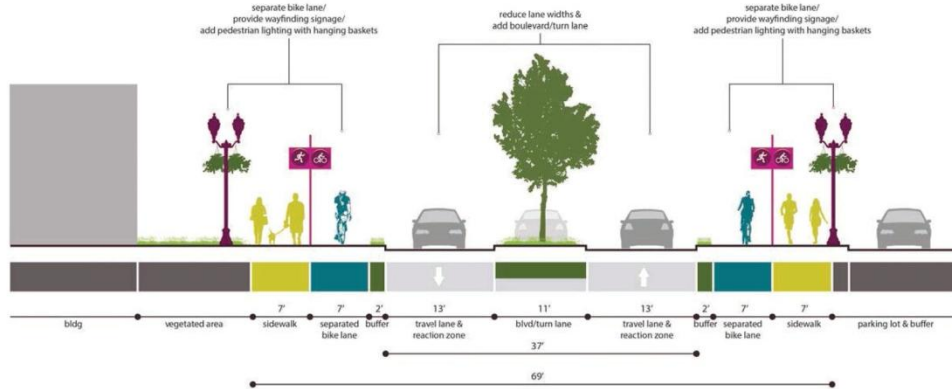
WARREN STREET

UNIVERSITY PARKWAY CONCEPT

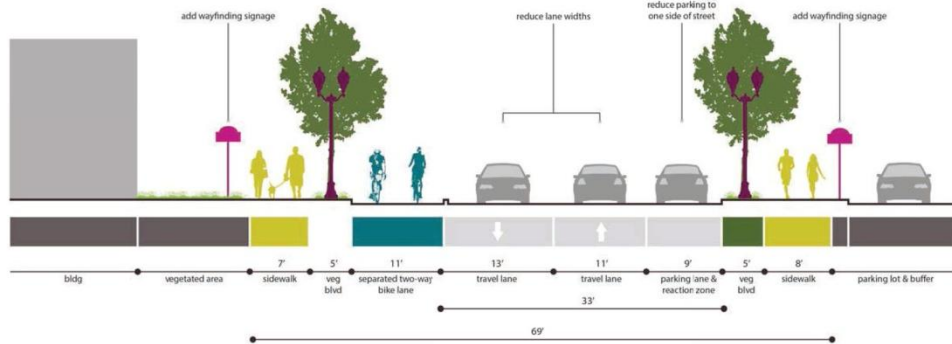
Existing Section



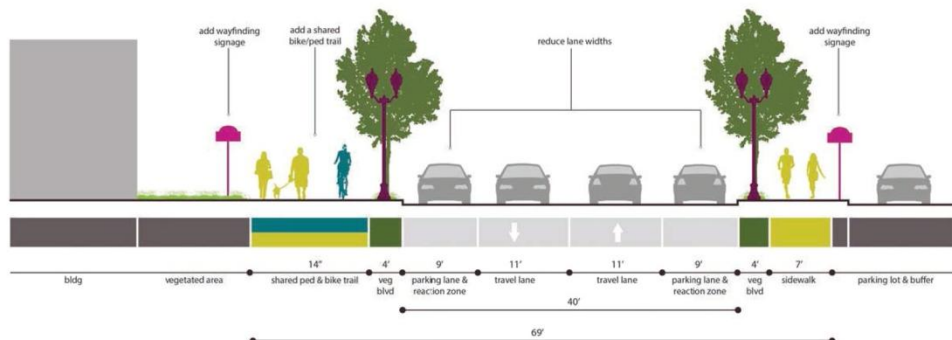
Option 1



Option 2



Option 3





The City of Mankato provides a reliable, cost-effective, customer-focused, clean, comfortable and safe environment. A goal is to support existing business development and foster new growth within the City Center and neighboring businesses.

City Center Mankato has seen increased levels of activity as a result of revitalization success attributed to the City Center Renaissance Plan. There will continue to be more activity along the 400 and 500 blocks of South Front Street. As redevelopment progresses along South Front Street, it is ever more important to ensure a balance of cleanliness and safety is provided as activity from employees, residents, and visitors increases.

To promote a clean and safe environment, special attention will be given to snow removal, trash pickup, cigarette butt cleanup, gum removal, area power washing, area small sweeper, controlled lighting, security cameras, and having visible police presence. As best practices are identified for each implementation tactic, further details will be refined in conjunction with further stakeholder input.

The existing Special Service District will be expanded to include a tiered maintenance plan to finance the necessary services to provide a clean and safe environment. Such costs should be shared between businesses as all businesses benefit. A portion of the service costs will be funded through license to encroach permits for sidewalk cafes. The remaining service costs will be funded through a tiered maintenance plan as part of the Special Service District. The service costs will be based on property values as determined by the Blue Earth County Assessor.

Boundaries of the Special Service District are Cherry Street to Hickory Street and South Second Street to South Riverfront Drive. The Special Service District was originally established to share the cost of providing parking services. As City Center continues to see increased activity, it is realized that the boundaries should be expanded to include properties bound by Main Street and Warren Street and South Second Street to South Riverfront Drive.

PLANNING PRINCIPLE ONE - Provide a Clean City Center

Implementation Tactic: General Cleaning

General cleaning will be done seven days a week beginning at 6:00 a.m. with trash pick-up. All trash collected will be placed in trash containers maintained by businesses assigned at (or near) their respective locations. High-volume air blowing will be conducted Thursday through Sunday and will follow trash pick-up with the goal of removing small dust, debris and cigarette butts that accumulate. These items will be removed manually or by a street sweeper. After initial clean-up is complete, any incidental clean-up will be addressed by city staff. In addition, patio owners are responsible for timely clean-up of spilt beverages, trash left by customers, etc.

Implementation Tactic: Seasonal Services

Businesses on the 400 and 500 blocks of South Front Street provide various services which promote business activities from early morning to late evening, seven days a week. Each block will be sectioned into quarters (or eight parcels) to minimize disturbance.

City services will begin at a different business each week to allow fair rotation. Every business with a patio will be required to move their patio furniture to the side on weeks that staff perform power washing and gum removal on their blocks.

Power washing and surface cleaning will be done twice a month (using a 3,000 psi rotating power scrubber, followed by rinsing). To minimize disturbance, cleaning will be done from 6:30 a.m. to 8:00 a.m., four days a week. Additional adjacent areas will be cleaned monthly or on an as needed basis.



Gum removal will be accomplished by use of a patented machine that combines steam with an environmentally safe, non-toxic cleaning solution that disintegrates gum off surfaces. Since this is a reasonably quiet process, it can be performed with pedestrians in close proximity to the machine.

Snow removal will take place on an as-needed basis (when a minimum of one-inch of snow falls on the sidewalk). Snow removal will be provided the day following the snowfall at 2:00 a.m. the following day. Snow removal will be done using power brooms and non-metallic plow blades to minimize surface damage. Patio owners are responsible for clearing the surface area in their smoking corrals as well as the three-foot area adjacent to it.

Implementation Tactic: Other Services

Concrete sealing will take place every three years. A sealant will be applied to exposed aggregate surfaces within the public right-of-way.

PLANNING PRINCIPLE TWO - Provide a Safe City Center

Implementation Tactic: Install Controlled Lighting

Controlled lighting was installed the summer of 2014 along the 400 and 500 blocks of S. Front Street. A benefit of controlled lighting is being able to program the lights for varying levels of luminosity to achieve the desired atmosphere. An example is increasing the luminosity during bar close to assist with egress. Additional locations for controlled lighting could be considered as the City Center continues to revitalize.

Implementation Tactic: Install Additional Surveillance Cameras

Additional surveillance cameras will be installed along the 400 and 500 blocks of S. Front Street during the summer of 2014. Surveillance cameras assist with deterring crime and also assist public safety with monitoring pedestrian and vehicular activity and analyzing past incidents for prosecuting offenders. The locations of cameras should be reviewed to evaluate potential needs of further cameras. Signs notifying the public of the presence of surveillance cameras along with communicating with businesses and the community that there are surveillance cameras can assist with deterring and reducing crime.

Implementation Tactic: Increase Police Visibility

The presence of Public Safety personnel and the physical awareness of their presence are among the most effective tools the community has for creating a safe environment. Public Safety has increased their physical presence on Thursday, Friday, and Saturday evenings in the City Center and it is encouraged to continue supporting the allocation of resources of a committed force. In addition to having foot patrol on public sidewalks and plazas, a Public Safety presence should exist within businesses by conducting nightly walk throughs of those with liquor licenses when on patrol in the area. Having a partnership between Public Safety and businesses where businesses communicate any problems or disorderly or suspicious behavior can help with controlling crime by taking a proactive approach. For example, a business could warn Public Safety that an underage customer left and headed to the business next door. Having a partnership between Public Safety and businesses can assist with controlling crime by having a proactive approach.

Implementation Tactic: Provide Safe Transit Options

Providing taxi loading areas near the 400 and 500 block of S. Front Street allows convenient and safe transit options for those consuming alcohol. The City should continue to offer the late night express which serves as a shuttle from the Cherry Street parking ramp to various apartment complexes around Minnesota State University for \$1.00.



Implementation Tactic: Explore Expansions to the Gold Star Alcohol Compliance Program

In an effort to recognize liquor license holders that operate at a higher standard to discourage high risk drinking, the City of Mankato established the "Gold Star Alcohol Compliance Program." To qualify for this program, liquor license holders must meet an established criteria. The licensee is given the opportunity to participate in the program at the time of license and annually at the time of license renewal. The liquor license holder receives a discount on the fees for their liquor license as long as they remain in good standing in the program. Participation in the program also offers the potential for reduction in penalties if a violation occurs.

Measures for expanding the Gold Star program should be continually explored. Such measures could include requiring liquor license holders to utilize electronic screening tools when checking identification of customers, requiring new employees of liquor establishments to attend a certified training course within a specified amount of time, and revising the strike process.

Implementation Tactic: Consider Technological Advances

As technology advances, new products should be considered to implement additional safe tactics. It could be beneficial for businesses to share information on underage and over intoxicated customers. Having a scanning device that would share this type of information between businesses and the City could assist with mitigating illegal consumption of alcoholic beverages and disorderly conduct.

RECOMMENDED ASSESSMENT METHODOLOGY

The recommended assessment methodology is based on the Blue Earth County Assessor's property value for each parcel located within the 400 and 500 block of S. Front Street. The purpose of the assessment methodology is to fairly allocate the benefits of providing clean and safe services to property owners. The total cleaning costs less patio encroachment fees equals the total cleaning expenses which are shared between property owners. Each property pays a proportion of the cleaning expenses based on their property value as determined by the Blue Earth County Assessor. An example using 2014 Blue Earth County property values is shown below:

Patio Encroachment Fee per Sq ft.	\$1.00
Total Cleaning Proposal	\$36,744
Patio Encroachment Fee's	\$(4,518)
Total Projected 400 and 500 Block Cleaning Expenses	\$32,744

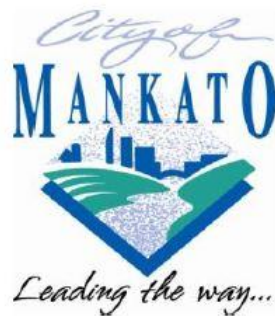
Address	Business	Property Value	% of Total Property Values	Assessment
12 Civic Center Plaza	Gordon Awusmb	702,600	2.51%	\$ 810
408 S. Front St	Daisy's Office	\$127,300	0.46%	\$ 147
410 S. Front St	Shawn Clow	\$218,500	0.78%	\$ 252
414 S. Front St	Rounders	\$538,800	1.9%	\$ 622
418 S. Front St	Mecca Tattoo	\$176,400	0.6%	\$ 203
420 S. Front St.	Blue Bricks	\$184,100	0.7%	\$ 212
422 S. Front St.	Blue Bricks	\$173,100	0.6%	\$ 200
424 S. Front St.	Blue Bricks1	\$189,500	0.7%	\$ 219
100 Warren St	Profinium Place	\$7,555,000	27.0%	\$ 8,715
115 W. Cherry St	Ridley	\$10,000,000	35.8%	\$ 11,535
500 S. Front St	Pub 500	\$849,600	3.0%	\$ 980
501 S. Front St	Erbert's & Gerbert's	\$248,300	0.9%	\$ 286
503 & 505 S. Front St	MRCI	\$290,300	1.0%	\$ 335
507 S. Front St	Mr. Monogram	\$116,900	0.4%	\$ 135
509 S. Front St	Star Doc	\$150,200	0.5%	\$ 173
511 S. Front St	Parking Lot	\$71,500	0.3%	\$ 82
515 S. Front St	South Street Saloon	\$296,400	1.1%	\$ 342
519 1/2 S. Front St	2827	\$150,200	0.5%	\$ 173
520 S. Front St	Multi-use	\$4,200,000	15.0%	\$ 4,845
521 S. Front St	Choppers	\$206,500	0.7%	\$ 238
523 S Front St	410 Project	\$162,200	0.6%	\$ 187
524 S. Front St	Pagliai's	\$172,400	0.6%	\$ 199
525 S Front St	Eskens/Peterson Law	\$180,700	0.6%	\$ 208
526 S. Front St	Savoy	\$181,400	0.6%	\$ 209
527 S Front St	Kietzer	\$182,700	0.7%	\$ 211
530 S. Front St	Pita Pit	\$612,600	2.2%	\$ 707
TOTALS		\$27,937,200	100%	\$32,226

SIDEWALK CAFE DESIGN GUIDELINES

South Front Street

Sidewalk Cafe Design Guidelines

City of Mankato



*Leading the Way as a Prosperous Diverse Regional Community
•Responsive •Efficient •Greater Good •Innovative •Open •Neighborly*

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City of Mankato - Sidewalk Cafe Design Guidelines

Purpose of Guidelines



Outdoor dining contributes to a vibrant urban culture and makes Mankato streets more dynamic places to walk, gather, and dine. Sidewalk cafes are temporary outdoor dining areas which occupy the public right-of-way. The purpose of these Sidewalk Cafe Design Guidelines ("Design Guidelines") is to provide overall guidance for the use of outdoor dining areas along South Front Street in Mankato's City Center. The guidelines are intended to achieve quality appearances and maintain the character of Mankato's City Center while ensuring safety for pedestrians.

The City of Mankato encourages the use of durable and high-quality outdoor furnishings to increase the safety and comfort of residents and visitors. Included in these Design Guidelines are acceptable dimensions for cafe access, public right-of-way, and acceptable materials for barriers, furniture, and umbrellas. These Design Guidelines also include diagrams and photos showing acceptable and unacceptable sidewalk cafe furnishings. Establishment owners who offer sidewalk cafes must comply with these Design Guidelines.

Definition

A sidewalk cafe is a grouping of tables and chairs and related furnishings maintained within the public sidewalk and intended for the purpose of consuming food and beverages by patrons, when such is located adjacent to an establishment having the same operator.

Application Procedure

Establishments wishing to operate a sidewalk cafe are required to complete an application for a license to encroach per Mankato City Code Chapter 6, Section 16. Applications for a license to encroach are available on the City of Mankato's website under Permits or by contacting the City's Right of Way Technician at (507) 387-8541. If liquor will be served in the sidewalk cafe, an application for a non-enclosed premise must also be completed in connection to a new or existing liquor license per City Code Chapter 4. Occupancy of the sidewalk cafe is determined by the number of seats in the cafe; there may be a small allowance for additional occupancy. Demarcation of sidewalk cafes must meet these Design Guidelines and go through an administrative review process through City staff and approval by the City Council.

City of Mankato - Sidewalk Cafe Design Guidelines

1

To apply, an establishment owner must complete the following:

- **Application Form:** An application must be completed providing basic information about the establishment including which months the unenclosed area would be operating, hours of operation, security provisions and sanitary facilities arrangement for the unenclosed area. All sidewalk cafe designs will be reviewed by Community Development through the site plan review process.
- **License to Encroach:** An application for a license to encroach must be completed which allows the sidewalk cafe to be located on the City right of way.
- **Liquor License and Non-Enclosed Premises:** If liquor will be served in the sidewalk cafe, a new or existing liquor license in connection to the establishment is required. A liquor license agreement and an application for a non-enclosed premise must also be completed.
- **Site Plan:** A plan showing the proposed sidewalk cafe area including specific measurements.
- **Photos or Drawing of Street Furniture:** Photos or graphic representation, including colors and materials, of furniture, umbrellas, barriers, and other furnishings, must be provided to verify the proposed furnishings conform to these Design Guidelines. It is encouraged not to purchase furnishings until they have been approved.
- **Maintenance Plan:** Sidewalk cafe barriers must be kept clean and free of fading, corrosion, splinters, dents, tears, and chipped paint. The sidewalk cafe area must be kept clean and clear of any trash or refuse. The sidewalk cafe area must be swept within 2 hours after closing each day and the surface must be cleaned periodically. Establishments must also pay an annual fee as part of the license to encroach for cleaning and sealing of the cafe area which will be estimated from the RS Means manual for maintenance.

City of Mankato - Sidewalk Cafe Design Guidelines

2

Sidewalk Cafe Elements

Typical sidewalk cafe elements include: barriers, planters, tables, chairs, umbrellas, menu display or sandwich board, heaters, and access points.

Chapter 1: Barriers

1.1 Barrier and Sidewalk Cafe Location

Barriers

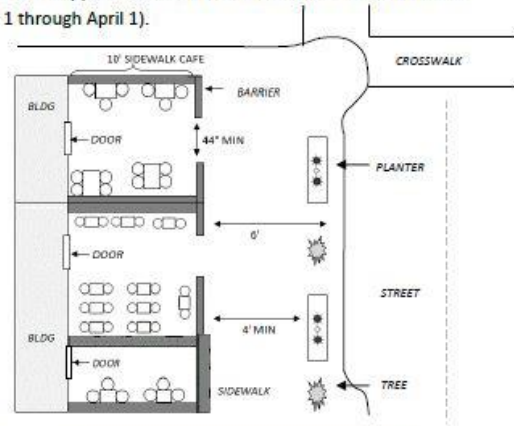
The sidewalk cafe area must have a visually appealing barrier (fence or planter) for sidewalk cafes serving alcohol. Sidewalk cafes not serving alcohol are not required to provide barriers. Barriers may be placed in the approved sidewalk area when the sidewalk cafe is open for business, but must be removed during the off-season (November 1 through April 1).

Sidewalk Cafe Location

Sidewalk cafes must be adjacent to the food establishment operating them. The width of the sidewalk cafe is determined by the width of the sidewalk. Occupancy of the sidewalk cafe is determined by the number of seats in the cafe; there may be a small allowance for additional occupancy.

500 Block of S. Front Street

Sidewalk cafes along the 500 Block of S. Front Street require a minimum of 4 feet of pedestrian circulation between any street furnishings (trees, planters, light poles) and the sidewalk cafe barrier. Areas between the sidewalk cafe and the curbline without street furnishings will have a pedestrian circulation width of 6 feet. This allows sidewalk cafes to have a maximum width of 10 feet.

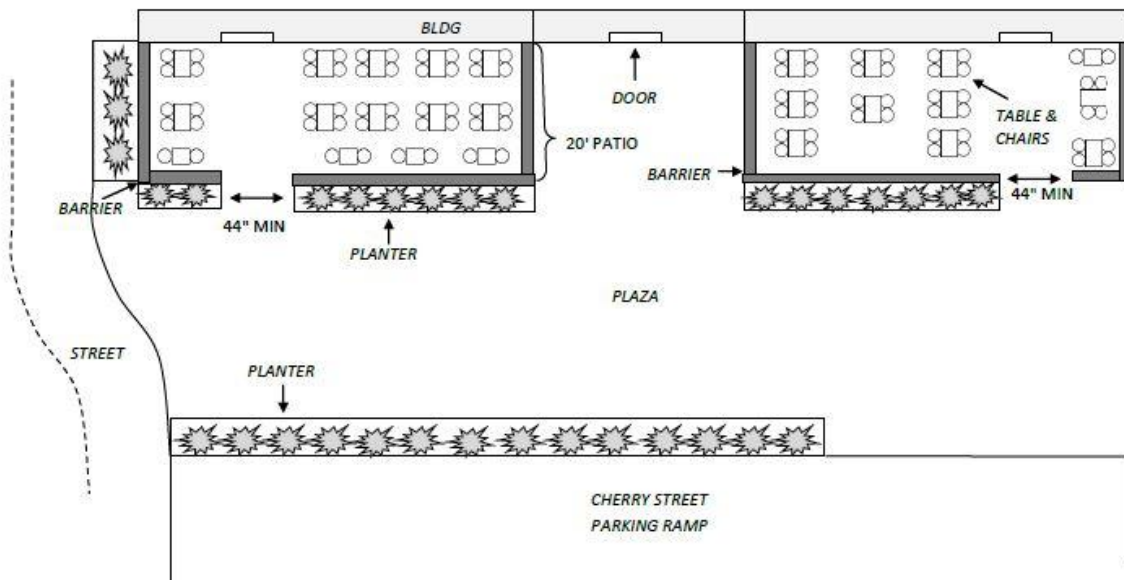


Example of the 500 Block of S. Front Street

3

400 Block of S. Front Street

Sidewalk cafes along the 400 Block of S. Front Street are allowed a maximum width of 20 feet. Between the sidewalk cafe area and the Cherry Street Parking Ramp will be a plaza consisting of trees, ground level planters, and landscaping.



Example of the 400 Block of S. Front Street

City of Mankato - Sidewalk Cafe Design Guidelines

4

- **Sectional Fencing:**
Sectional fencing must be of metal (aluminum, steel, iron, or similar) and must be of an earth tone color (either painted or stained); the use of fluorescent or other vividly striking colors is prohibited.
- **Planters:**
Planters cannot exceed a height of 3 feet in height and live plants cannot exceed a height of 6 feet in height. Planters can be made of treated and stained wood, metal (aluminum, steel, iron, or similar), ceramic or similar material; the use of fluorescent or other vividly striking colors is prohibited.

1.2 Barrier Materials and Installation

Acceptable Materials

All barriers must be free-standing, readily moveable, and may include fences and planters. Barriers must be removed during the off-season (November 1 - April 1). Plans for a seasonal sidewalk cafe operating during the off-season (November 1-April 1) may be submitted for review.



Examples of acceptable barriers. From Left to Right: free-standing metal fencing, free-standing planter, and free-standing metal fencing.

Prohibited Materials

Chain linked fencing, fabric inserts, chicken wire, rope, posts and stanchions, snow fencing, untreated woods, plastic, other materials not specifically designed as demarcation such as buckets, flag poles and waste receptacles and other forms determined to be inconsistent with the desired character of Mankato's City Center are prohibited. Use of fluorescent or other vividly striking colors are also prohibited.



Examples of unacceptable barriers. From Left to Right: rope and stanchion, chicken wire, and fabric inserts.

Installation

Barriers must be free-standing. Barriers are required to be removed during the off-season (November 1 through April 1). Plans for a seasonal sidewalk cafe operating during the off-season (November 1-April 1) may be submitted for review.

1.3 Barrier Measurements

Height

Barriers must be durable, free-standing, and a height of 3 feet from the sidewalk surface.

Open Appearance

Fences must have an open appearance, at least 50% open, allowing patrons and pedestrians to see from the sidewalk cafe to the street and vice versa. Solid sheet fencing is prohibited.

Example of unacceptable fencing.



Example of acceptable fencing.



Maximum distance from Ground

The bottom edge of barriers must be a maximum of 6" above the sidewalk surface; this allows visually impaired pedestrians using a cane to note the barrier.

1.4 Pedestrian Circulation

All sidewalk cafes must leave at least 4 feet of unobstructed pedestrian circulation which must be maintained at all times.

1.5 Access, Security and Maintenance

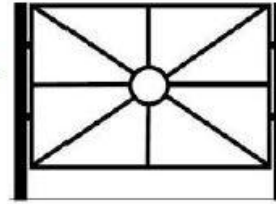
Sidewalk cafes serving liquor are also required to obtain a liquor license and a liquor license agreement pursuant to Chapter 4 of the Mankato City Code. The liquor license agreement must stipulate security measures that will be taken; below are security guidelines.

Location

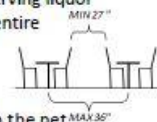
Access to the sidewalk cafe should be located along the front or parallel edge of the establishment. Sidewalk cafes not serving liquor may have the entire perimeter of the cafe open. Sidewalk cafes serving liquor are required to have a barrier around the entire perimeter, however, there must be a minimum of 1 and a maximum of 2 clear entrances to the outdoor dining area.

Access Width

The opening shall line up with a public entrance to the main building. The total opening access width shall be no less than the net opening of all egress doors exiting through the patio. A maximum of two railing openings may be utilized to meet the requirement and each opening shall be no less than 44 inches wide. The total sum width of all openings shall be no more than 20 percent of the total length of the patio along the street frontage and not more than 10 feet in width for a single opening. The building official may vary the requirements based on provisions of the Building and Fire Codes. A 27 inch clearance space between the backside of chairs



MAXIMUM OF 6"
ABOVE SIDEWALK
SURFACE



7

City of Mankato - Sidewalk Cafe Design Guidelines

must be kept free within the sidewalk cafe area. A 36 inch aisle between tables must also be maintained for handicap accessibility; chairs may be placed within the aisle provided the 27 inch clearance space is provided.

Security

The establishment is to ensure their patrons stay within the approved sidewalk cafe area. If the establishment is serving liquor, a proper liquor license and liquor license agreement must be obtained pursuant to Chapter 4 of the Mankato City Code. The licensee must take reasonable steps to ensure alcoholic beverages are consumed only by patrons of age and that alcoholic beverages remain within the sidewalk cafe area. Reasonable steps include use of a barrier, supervision of the sidewalk cafe by security/staff personal and/or surveillance by electronic monitors. Occupancy of the sidewalk cafe is determined by the number of seats in the cafe; there may be a small allowance for additional occupancy.

Maintenance

Sidewalk cafe barriers and furnishings must be kept clean and free of fading, corrosion, splinters, dents, tears, and chipped paint. The sidewalk cafe must be kept clean and clear of any trash or refuse. The sidewalk cafe must be swept daily within 2 hours after closing to remove all trash and debris. Establishments must inspect their premises from lot line to lot line, all adjacent streets, sidewalks and alleys adjoining their premise and sidewalks and alleys within 50 feet of such premise lot lines and must remove any trash, refuse or debris found thereon. Refuse is defined in Chapter 9, Section 13, of the Mankato City Code and includes gum, cigarette butts, cans, bottles, solid waste products or waste products, trash, litter, rubbish, organic wastes, etc.

The sidewalk surface must be cleaned regularly by use of non-toxic (water-based) cleaning agents to remove any beverage or food residue or gum on the surface. Establishments must also pay an annual fee as part of the license to encroach for cleaning and sealing of the sidewalk which will be estimated from the RS Means manual for maintenance.

1.6 Landscape Elements

Planters or planter boxes are attractive elements of sidewalk cafes. Planters and plant material must stay within the approved sidewalk cafe area and not encroach over the pedestrian passageway. Planter boxes and plant material within must be maintained and kept free from litter and debris throughout the entire time the planter boxes are present.

6' MAX.



8

City of Mankato - Sidewalk Cafe Design Guidelines

Maximum Height

Live plants cannot exceed a height of 6 feet above the level of the sidewalk.

Planted Materials

The sidewalk cafe area must be covered by at least 25% with live plants. Landscaping may be free-standing pots or in baskets securely attached to railing, top of fencing, etc. Planters must contain live plants, artificial plants are prohibited. Empty planters or planters with only bare dirt, mulch, straw, woodchips, or similar material are prohibited. Dead, dying, or unhealthy material is to be replaced with healthy material.

Chapter 2: Furniture and Fixtures

2.1 Furniture and Fixtures

Furniture

Decorative plantings and quality furnishings help contribute to a dynamic urban space and the Design Guidelines are intended to maintain an attractive, high-quality and safe atmosphere for patrons and pedestrians. Establishments operating sidewalk cafes are to be mindful of the City Center character when choosing furnishings. A variety of furnishings are allowed which must be free-standing, matching, clean and free of fading, corrosion, splinters, dents, tears, and chipped paint. Sidewalk cafe furniture must also be constructed of durable materials, made for commercial use and regularly cleaned and maintained.

Fixtures

Cigarette receptacles must be provided in the sidewalk cafe and periodically emptied. Shelves, trash receptacles and serving stations are prohibited from being placed within the sidewalk cafe. Any lighting must be securely fastened and hung in a way that does not create a hazard.

Examples of acceptable cigarette receptacles made of metal.



Examples of unacceptable cigarette receptacles made of vividly striking colors and plastic.

City of Mankato - Sidewalk Cafe Design Guidelines

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Heaters

Heaters are allowed within the sidewalk cafe area but cannot encroach on the required 44 inch clear path of pedestrian access from the sidewalk cafe entrance to the building entrance.

2.2 Tables



Examples of acceptable tables for sidewalk cafes; metal, finished wood, iron.

Acceptable Materials

Tables must be constructed of durable materials, made for commercial use and properly maintained. Metal is the preferred material and small tables are encouraged as they provide more layout flexibility.

Prohibited Materials

Plastic tables, glass table tops, picnic tables and use of fluorescent colors are prohibited.

Examples of unacceptable tables for sidewalk cafes; plastic, unfinished wood, picnic table, glass table top.



City of Mankato - Sidewalk Cafe Design Guidelines

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2.3 Chairs

Acceptable Materials

Materials that are acceptable for chairs include use of finished wood, metal (steel, aluminum, iron, or similar). Upholstered material may be used, but must be maintained in a clean condition. All chairs must match by being visually similar in design.



Examples of acceptable chairs for sidewalk cafes; finished wood and metal.

Prohibited Materials

Plastic chairs, unfinished wood, and use of fluorescent colors are prohibited.

Examples of unacceptable chairs for sidewalk cafes; fluorescent colors and plastic.



City of Mankato - Sidewalk Cafe Design Guidelines

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2.4 Umbrellas

Materials

Umbrella fabric must be suitable for outdoor use and suitably anchored. Logos are allowed on umbrellas, and the umbrellas must blend appropriately with the surrounding built environment.



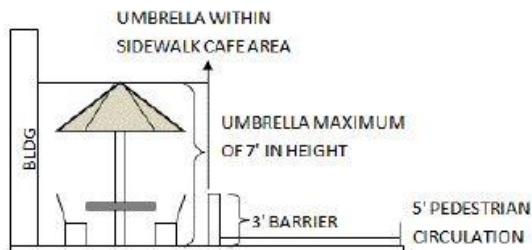
Examples of acceptable umbrellas for sidewalk cafes.

Height

Umbrellas should be no more than 7 feet above the sidewalk surface when opened.

Location

Umbrellas cannot project outside the approved sidewalk cafe area.



City of Mankato - Sidewalk Cafe Design Guidelines

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2.5 Awnings

Awnings that are temporary in nature must be retractable.

2.6 Sidewalk Coverings

The sidewalk cafe area must be uncovered to provide continuity with the adjacent public -right-of-way. Raised platforms and floor coverings (carpet or other flooring material constructed of fabric, canvas, wool, linoleum, nylon, vinyl, or covering intended to resemble turf) are prohibited.

2.7 Signage

Each establishment is allowed to have 1 sandwich board and 1 free-standing menu board reaching a maximum height of 4 feet. Sidewalk cafe barriers are allowed to include business identification and logo provided the identification and logo are part of the barrier construction and is limited to not more than 50% of the cumulative area. Barriers shall comply with City Code Section 10.87, Subsection 6 G, franchise architecture standards. Sandwich boards/menu boards may be placed within the approved sidewalk cafe area or immediately adjacent to the approved sidewalk cafe area provided the required 4 feet of pedestrian passageway is provided.



Examples of
unacceptable signage.
Signage cannot block
pedestrian circulation.

Examples of
acceptable sidewalk
cafe signage.



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City of Mankato - Sidewalk Cafe Design Guidelines

Appendix

The following list are examples of metal fabrication companies in the Mankato area as well as vendors selling fencing:

- Media Advantage, Inc: <http://www.awningsnewyork.com/Sidewalk.Partitions.Barricades.asp>
- Media Advantage, Inc: <http://www.awningsphiladelphia.com/commercial/sidewalk-partitions-barricades.html>
- CAB Construction: (507) 625-2233 - 1532 1st Avenue, Mankato, MN 56001 <http://www.cabconstruction.com/>
- Corchran, Inc: (507) 835-3910 - 1340 S. State Street, Waseca, MN 56093 <http://www.corchran.com/>
- Dittrich Mechanical & Fabrication Inc: (507) 388-4675 - 101 Kingswood Drive, Mankato, MN 56001
- Jones Metal Products: (507) 625-4436 - 3201 3rd Avenue, Mankato, MN 56001 <http://www.jonesmetalproducts.com/>
- Pro Fabrication, Inc: (507) 243-3441 - 201 First Street, Madison Lake, MN 56063 <http://www.pro-fabrication.com/>
- Unit Step Form Company, Inc: (507) 642-3181 - 1010 2nd Street SW, Madelia, MN 56062 <http://www.unitstep.com/>

City of Mankato - Sidewalk Cafe Design Guidelines

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GREAT STREETS GUIDEBOOK



12
PRECEDENT
STUDIES

GREAT STREETS

BEST PRACTICES
GUIDE BOOK

DRAFT / Nov. 8, 2012

GREAT STREETS

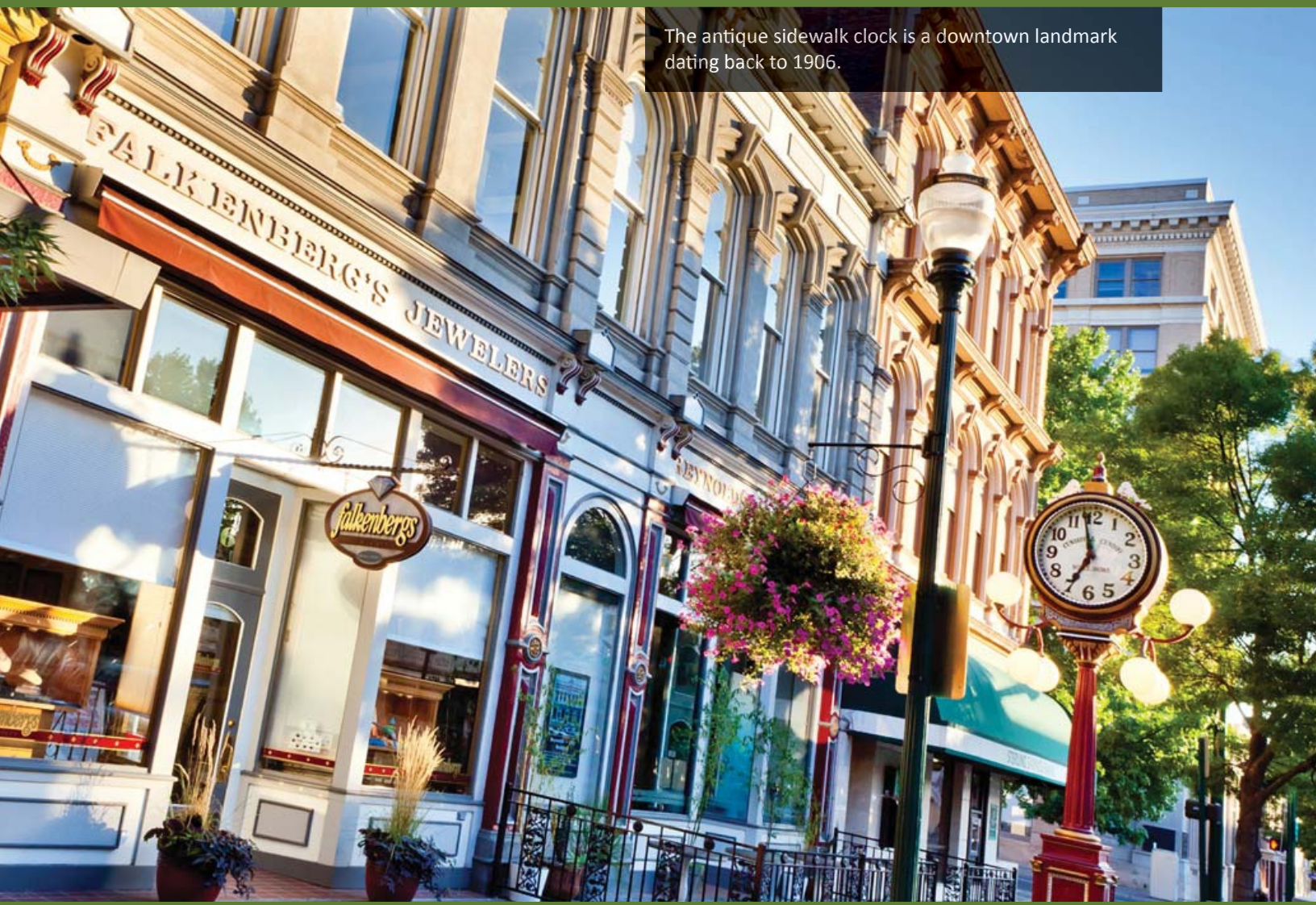
BEST PRACTICES
GUIDE BOOK

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Bird's eye view of Main Street from North 2nd Avenue.





The antique sidewalk clock is a downtown landmark dating back to 1906.

MAIN STREET

LOCATION :

WALLA WALLA, WA

CITY POPULATION :

31,731

STREET LENGTH :

8 BLOCKS (0.6 MILES)

MAIN STREET

STREET CONFIGURATION

TWO-WAY STREET	SIDEWALKS
<i>Angled parking on both sides</i>	
<ul style="list-style-type: none"> • 68 ft. total width • 16 ft. lanes • 18 ft. angled parking 	<ul style="list-style-type: none"> • 15-25 ft. total width
STREETSCAPE LAYOUT	
<ul style="list-style-type: none"> • ‘Bump-outs’ reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic • Store fronts are pulled back at several intersections increasing the sidewalk zone and creating active corners • Few surface parking lots immediately along Main Street, all of which are small and none have cars facing the street • Majority of parking lots are located on backside or interior of blocks 	

* All dimensions are approximate

DEVELOPMENT & LAND USE

- 1-4 or more stories
- Retail, dining, hotel, cultural, municipal and commercial development and higher education
- Significant rehabilitation efforts have preserved many historic buildings
- Few parks and plazas; a small greenspace links Main Street to Whitman College
- Building setbacks are generally consistent with shop entrances located immediately along sidewalk; occasional larger setbacks create space for dining and shop activities along the street
- Whitman College anchors the East end
- Close proximity to Marcus Whiteman Hotel and Conference Center
- Development typically wraps around block corners and continues along perpendicular streets



AMENITIES

- Bus stops
- Benches
- Lamp posts
- Bike racks
- Trash and recycling bins
- Street trees- 80 ft. typ. spacing
- Well marked crosswalks
- Brick pavement strip along street
- Sidewalk clock
- Public art
- Farmer's market pavillion
- Outdoor dining in sidewalk zone

ADDITIONAL INFORMATION

Walla Walla is the county seat of Washington County. Downtown revitalization began in 1984 with the organization of the Downtown Walla Walla Foundation by property and business owners. The rehabilitation of historic buildings along Main Street as well as nearby venues that brought business to downtown shops, such as the Marcus Whitman Hotel and Conference Center, greatly contributed to reinvestment in downtown. Today Main Street is once again the core of Walla Walla and a source of community pride. The Downtown

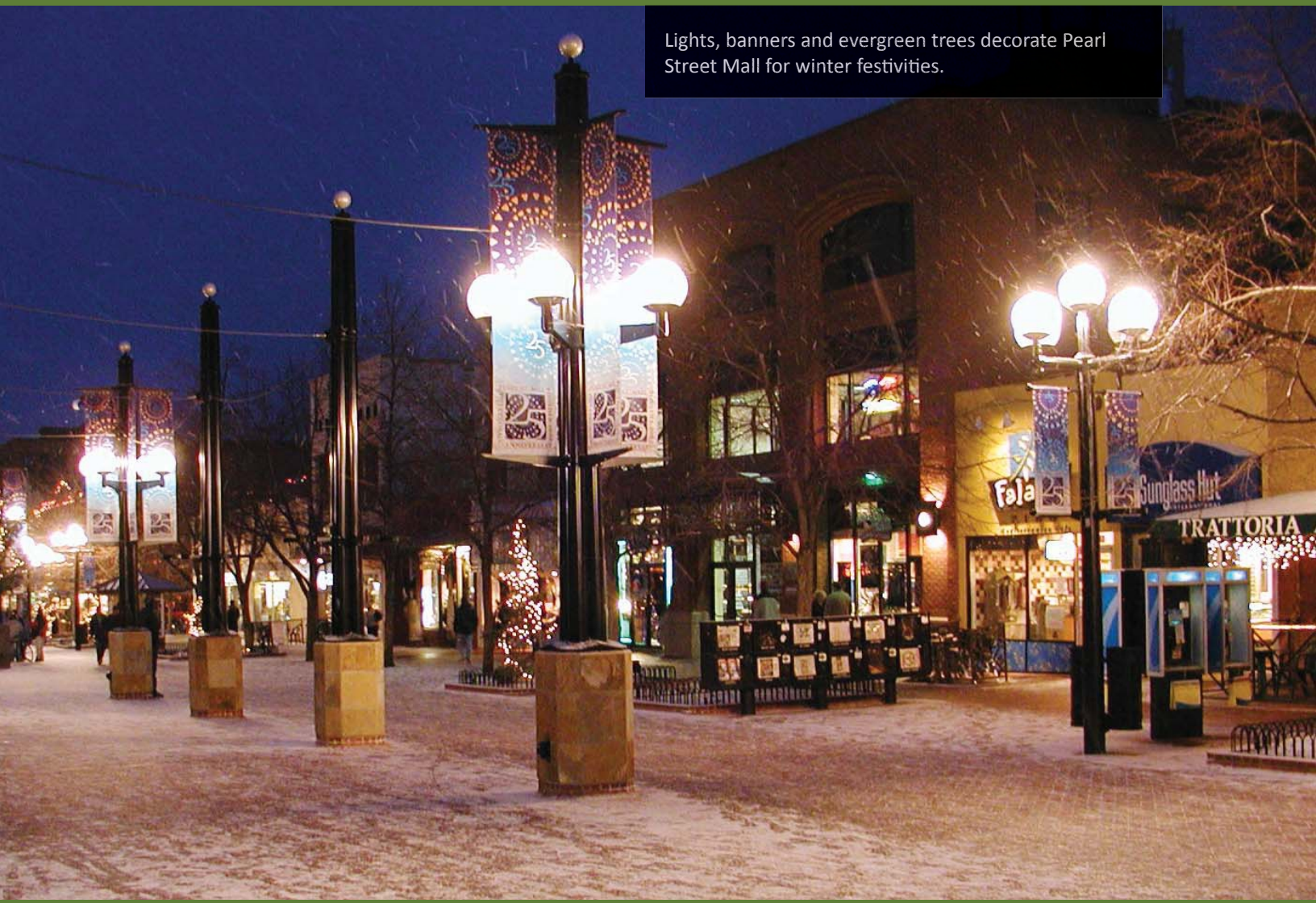
Walla Walla Foundation is still responsible for improving and maintaining the vitality of downtown, including historic preservation, the look and feel of the streetscape and supporting businesses.



Walla Walla has a vibrant arts scene supported by the non-profit organization ArtWalla that focuses on the acquisition of and public education about public art.

Bird's eye view of downtown Boulder.





Lights, banners and evergreen trees decorate Pearl Street Mall for winter festivities.

PEARL STREET

LOCATION :

BOULDER, CO

CITY POPULATION :

98,889

STREET LENGTH :

13 BLOCKS (0.92 MILES)

PEARL STREET

STREET CONFIGURATION

TWO-WAY STREET	TWO-WAY STREET	PEDESTRIAN MALL	SIDEWALKS
<i>parallel parking on both sides with left turn lanes</i>	<i>parallel parking on one side, angled parking on one side</i>		
<ul style="list-style-type: none"> • 50 ft. total width • 8 ft. parallel parking • 12 ft. lanes • 10 ft. turn lane 	<ul style="list-style-type: none"> • 48 ft. total width • 16 ft. angled parking • 12 ft. lanes • 8 ft. parallel parking 	<ul style="list-style-type: none"> • 4 blocks • 75 ft. wide 	<ul style="list-style-type: none"> • 10-22 ft. wide

STREETSCAPE LAYOUT

- ‘Bump-outs’ reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic
- Occasional alleys increase connectivity and provide access to parking and shops within block interiors
- Very few surface parking lots, all are quite small and only one has cars that face the street
- Several intersections feature increased sidewalk areas and pulled back store-fronts

* All dimensions are approximate

DEVELOPMENT & LAND USE

- 1-5 stories
- Outdoor dining and shop activities within sidewalk zone
- Public parking ramps located at back or center of blocks
- Dining, retail, housing, cultural, municipal and commercial development
- Mix of historic and contemporary development; new architecture is well integrated with older buildings, maintains a strong character and is visually appealing
- Setbacks vary but all are within a similar range adding good variation to the streetscape
- Boulder County Treasurer Building is located on the pedestrian mall and its grounds provide a valuable greenspace in the heart of downtown

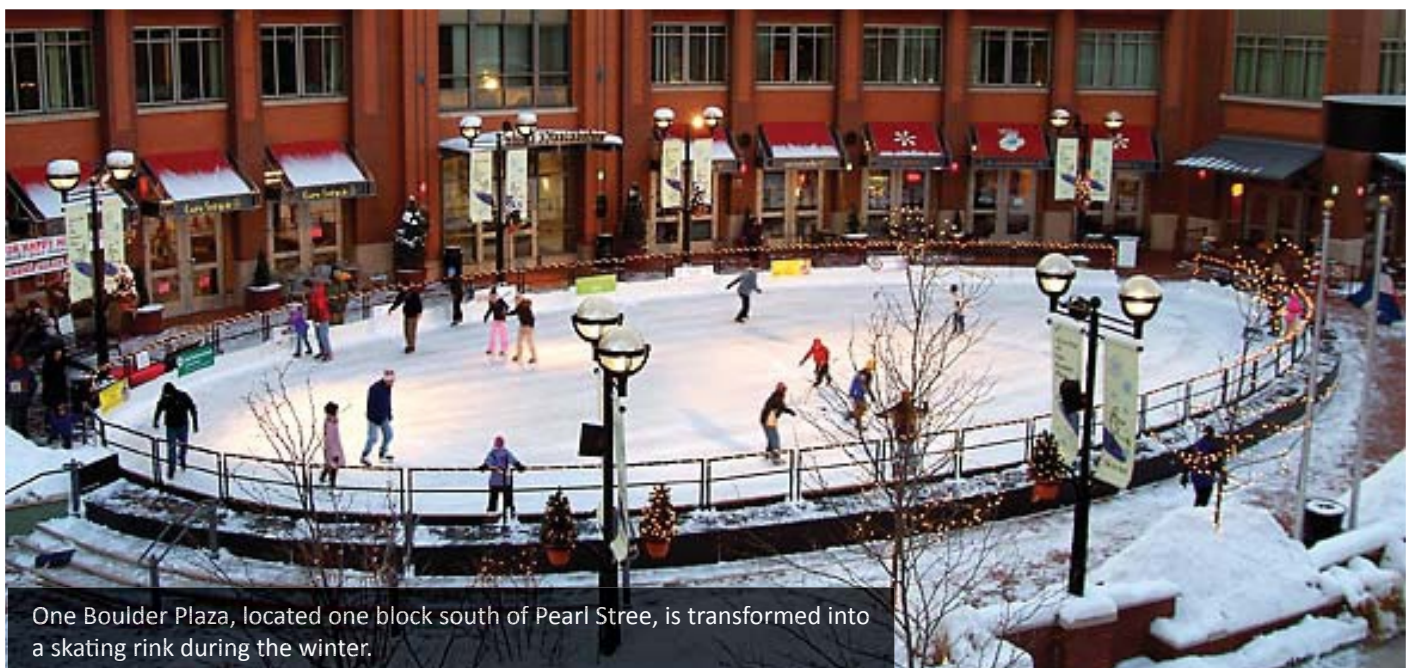


AMENITIES

- Bus stops (no shelters)
- Benches
- Wayfinding signage
- Lamp posts with flags
- Street lights
- Bike racks and posts (frequently placed at intersections)
- Trash and recycling bins
- Street trees (typ. spaced 30 ft. apart)
- Parking pay stations
- Pavement variation at intersections and crosswalks, brick banding in sidewalks and brick strip along road
- Public art
- Mall features informal seating, mature trees, children's play areas, public art and landscaped areas
- Planters
- Public restrooms
- Department of Tourism kiosks
- Structures for posting public information

ADDITIONAL INFORMATION

Pearl Street Mall is maintained by City of Boulder Parks and Recreation Department. Preservation and enhancement of downtown is supported by the non-profit organization Downtown Boulder Incorporated.



One Boulder Plaza, located one block south of Pearl Street, is transformed into a skating rink during the winter.

The Downtown Development Authority manages a no-cost parking program downtown for customers and employees which is covered by an assessment on property owners.





8TH STREET

LOCATION :

HOLLAND, MI

CITY POPULATION :

33,051

STREET LENGTH :

6 BLOCKS (0.75 MILES)

8TH STREET

STREET CONFIGURATION

TWO-WAY STREET	ONE-WAY STREET	SIDEWALKS
<i>Parallel parking on one side and angled parking on one side</i>	<i>Single lane with angled parking on both sides</i>	
<ul style="list-style-type: none"> • 50 ft. total width • 12 ft. lanes • 8 ft. parallel parking • 18 ft. angled parking 	<ul style="list-style-type: none"> • 50 ft. total width • 14 ft. lane • 18 ft. angled parking 	<ul style="list-style-type: none"> • 10-28 ft. total width • Sidewalks are typically 15 ft. wide • 8-12 ft. landscaped zone

STREETSCAPE LAYOUT

- ‘Bump-outs’ reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic
- Prominent mid-block crosswalks enhance connectivity and emphasize the corridor as a pedestrian place
- Majority of parking is located on backsides of blocks with few surface parking lots immediately along 8th street
- Store fronts are pulled back and landscaping is added at several intersections increasing the sidewalk zone and creating active corners
- The sidewalk corridor is a dynamic mix of amenities, large landscaped areas and circulation zones
- Parking and landscaping buffer the sidewalk from traffic

DEVELOPMENT & LAND USE

- 1-6 stories
- Retail, dining, housing, municipal and commercial development
- Mix of historic and contemporary architecture
- Pocket parks and small plazas provide intermittent green space and enhance connectivity
- Shop front setbacks are generally consistent but setbacks of new development vary
- Development wraps around several block corners and continues along perpendicular streets
- Farmers Market grounds and Police Department anchor the West end
- Retirement condominium complexes anchor the East end
- Close proximity to Hope College





AMENITIES

- Bus shelters
- Benches and informal seating
- Lamp posts with flags
- Bike racks
- Street lights
- Trash and recycling bins
- Street trees
- Extensive landscaped areas within the sidewalk zone
- Pavement variation at crosswalks
- Brick paved sidewalks
- Public Art

- Planters
- Information Kiosks
- Flagpoles
- Parking, laneways and pedestrian crossings are very clearly marked
- Outdoor dining in sidewalk zone
- 'Snowmelt' municipal heating and cooling system keeps Main Street free of snow and ice
- Free customer and employee parking throughout downtown

ADDITIONAL INFORMATION

The Downtown Development Authority guides downtown policies and management. The group was started by concerned citizens and later merged with city services. The DDA adopted the 'Main Street Approach' as it began its extensive downtown revitalization efforts. The group brought together property owners, tenants, government officials and citizens to invest in streetscape renovation and beautification. Perhaps the most

unique outcome was 'Snowmelt', the largest municipal heating and cooling system in the country, that keeps Main Street snow and ice free all year. Additionally, the city government began offering financial incentives for building improvements and free design assistance for building owners. The DDA also developed and currently manages free downtown parking for customers.

North Broadway Drive is a popular shopping destination and event space for community events, such as the annual "Cruisin' Broadway" festival.





Broadway Drive is the core of Fargo's Historic Central Business District and has been the focus of recent revitalization efforts by the city and private organizations.

NORTH BROADWAY DRIVE

LOCATION :

FARGO, ND

CITY POPULATION :

107,349

STREET LENGTH :

8 BLOCKS (0.6 MILES)

NORTH BROADWAY DRIVE

STREET CONFIGURATION

TWO-WAY STREET	SIDEWALKS
<i>Angled parking on both sides</i>	
<ul style="list-style-type: none"> • 60 ft. total width • 12 ft. lanes • 18 ft. angled parking 	<ul style="list-style-type: none"> • 10-25 ft. total width

STREETSCAPE LAYOUT & NOTES

- Well designed 'bump-outs' with pavement variation, landscaping and amenities are located at every intersection and reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic.
- Amenities are typically located in the outer third of the sidewalk zone. Occasionally, landscaping, benches and other amenities are centrally located increasing separation between shopfronts and the street.
- Mid-block crosswalks connect pedestrians to significant venues
- Angled parking buffers the sidewalk from the street
- Street is marked as a shared bicycle route
- Bike racks are located within parking lanes and sidewalk zones
- Surface parking lots are located on half of the downtown blocks along North Broadway Drive resulting in large gaps in the urban fabric and unsightly views.
- Large billboards and store signage are out of scale with the rest of the streetscape

** All dimensions are approximate*

DEVELOPMENT & LAND USE

- 1-20 stories
- Retail, dining, housing, hotel, cultural, municipal and commercial development
- Core of the Historic Central Business District
- Mostly historic architecture, much of which has been refurbished; majority of recent architecture does not possess significant character
- Train Depot at the North end is a notable historic landmark and Amtrak connection
- Skyways provide an indoor circulation network above the streetscape and offer repose during harsh weather. However, they can also greatly detract from street level activity.
- Broadway Drive terminates at Island Park, which anchors the entire South end of downtown. Island Park is a valuable greenspace and recreation hub for the downtown area.
- Small parks and plazas, such as Depot Plaza at the Train Depot, incorporate greenspace into the urban environment and offer public spaces for events and relaxation.

AMENITIES

- Benches
- Flags
- Lamp posts with banners or planters
- Bike racks
- Street trees (at intersections and within landscaped areas only)
- Trash bins
- Stone plinths mark intersections
- Wayfinding signage
- Skyways
- Brick banding and paver designs in sidewalks and street at intersections
- Landscaped areas at sidewalk corners and intersections
- Landscaped areas within sidewalk zone and along parking lot edges
- Decorative gates define pedestrian zones near rail crossings and vehicular areas
- Murals
- Clock

ADDITIONAL INFORMATION

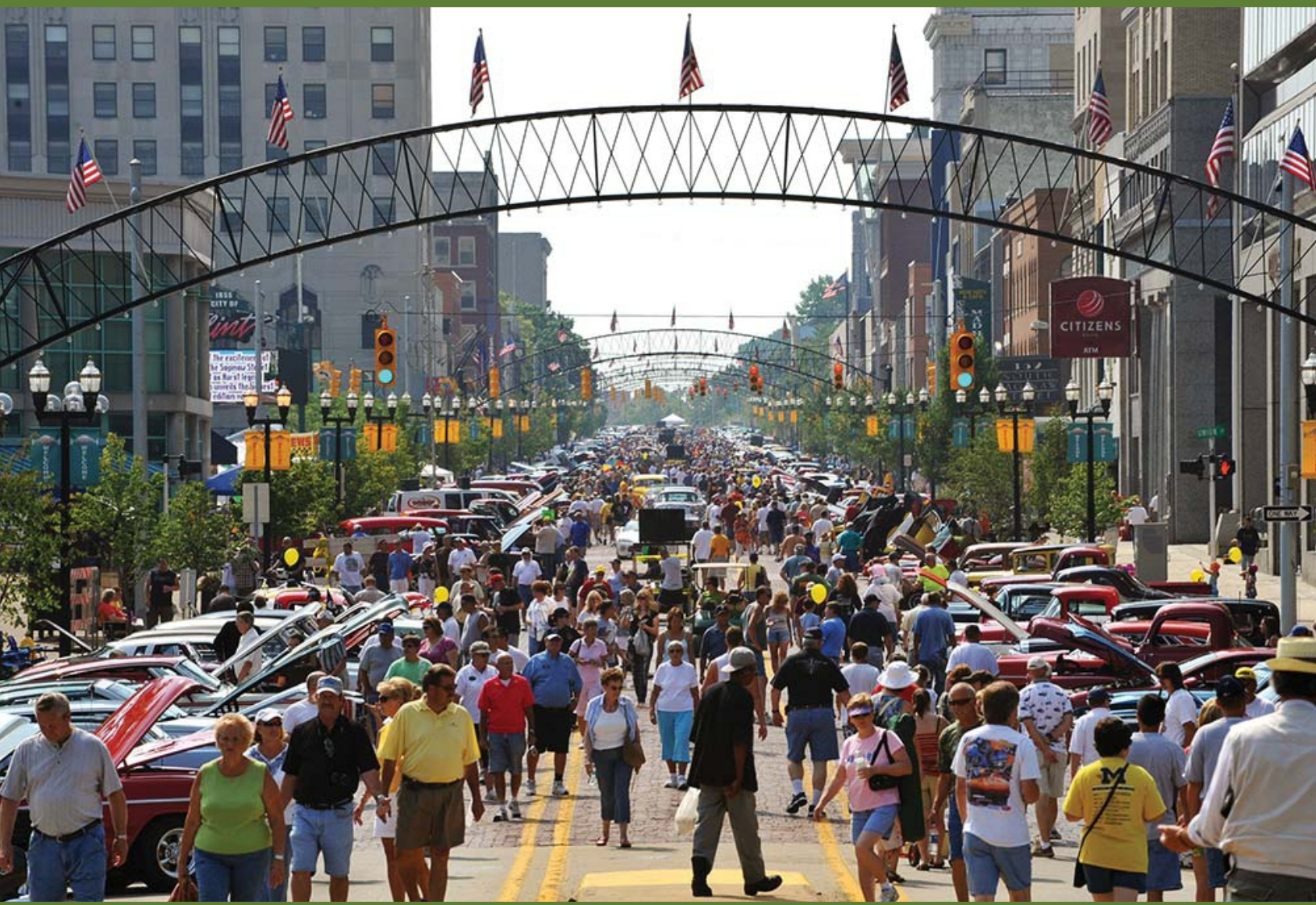
Fargo is the county seat of Cass County and is considered a twin city with Moorhead. The Downtown Community Partnership is a private sector development corporation that has had a significant impact on the success of Fargo's downtown district. Major contributions include the facilitation of the North Dakota Renaissance Zone, which provides incentives to encourage investment in property revitalization and the Broadway Streetscape Improvement Project. The

City of Fargo has also allocated grant funds for a Storefront/ Downtown Rehab program, matching 50% up to \$15,000. Parking along downtown streets is free but time zones are enforced. The city's "Plenty of Parking Downtown" program offers coupons for one hour of free parking at city lots and one-way bus rides to encourage people to do business downtown.



The Great Northern Train Depot has been refurbished and converted to an urban park and is popular spot for small events.





SAGINAW STREET

LOCATION :

FLINT, MI

CITY POPULATION :

425,790

STREET LENGTH :

6 BLOCKS (0.5 MILES)

SAGINAW STREET

STREET CONFIGURATION

TWO-WAY STREET	TWO-WAY STREET	SIDEWALKS
<i>Center turn lane, bike lanes and parallel parking on both sides</i>	<i>Four lanes with parallel parking on both sides</i>	
<ul style="list-style-type: none"> • 60 ft. total width • 11 ft. lanes • 10 ft. center turn lane • 6 ft. bicycle lanes • 8 ft. parallel parking 	<ul style="list-style-type: none"> • 60 ft. total width • 10 ft. lanes • 10 ft. parallel parking 	<ul style="list-style-type: none"> • 15-20 ft. total width

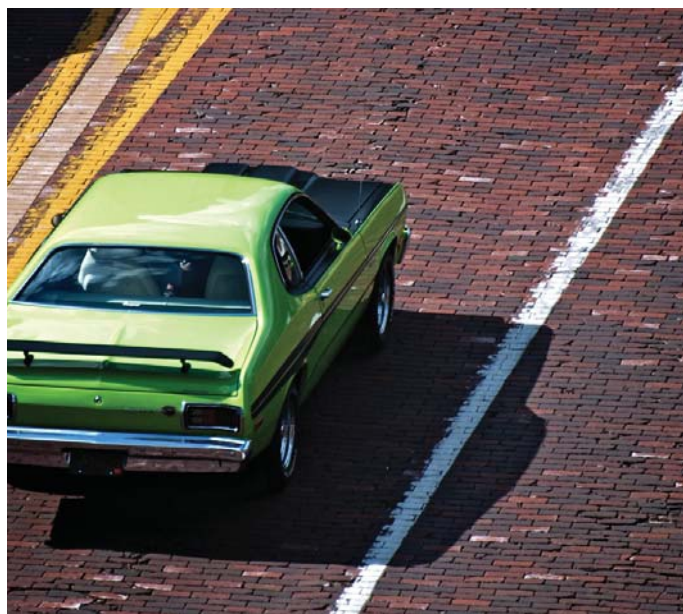
STREETSCAPE LAYOUT

- Expansive and prolific surface parking lots within downtown detract from the city's character and walkability. One entire city block immediately along Saginaw Street is occupied by surface parking as are the back halves of many blocks.
- Amenities are located in the outer third of the sidewalk zone
- Parallel parking buffers the sidewalk from the street
- Marked bicycles lanes are located between parking and street lanes
- Sidewalks are quite static and lack landscaping other than street trees

** All dimensions are approximate*

DEVELOPMENT & LAND USE

- 2-16 stories
- Retail, dining, hotel, cultural, municipal and commercial development and higher education
- The University of Michigan-Flint, Riverfront Banquet Center, Riverbank Park form an active and pedestrian oriented hub at the street's North end
- The Flint River Trail provides an extensive bicycling and walking path along the Flint River and links Saginaw Street to the University's northbank
- Mayors Office and County Sheriff Department anchor the South end
- The downtown core lacks the density of other precedent cities. Buildings frequently face only Saginaw Street with large expanses of blank and inaccessible facades along perpendicular streets.
- Recent development has integrated plazas and greenspace that expand the pedestrian corridor and contribute to a more dynamic streetscape



AMENITIES

- Bus Stops (no shelters)
- Benches
- Lamp posts with flags
- Trash Bins
- Street Trees (typ. 40' spacing)
- Brick paved street
- Pavement variation in sidewalk
- Planters
- Historic arches over the street
- Clock

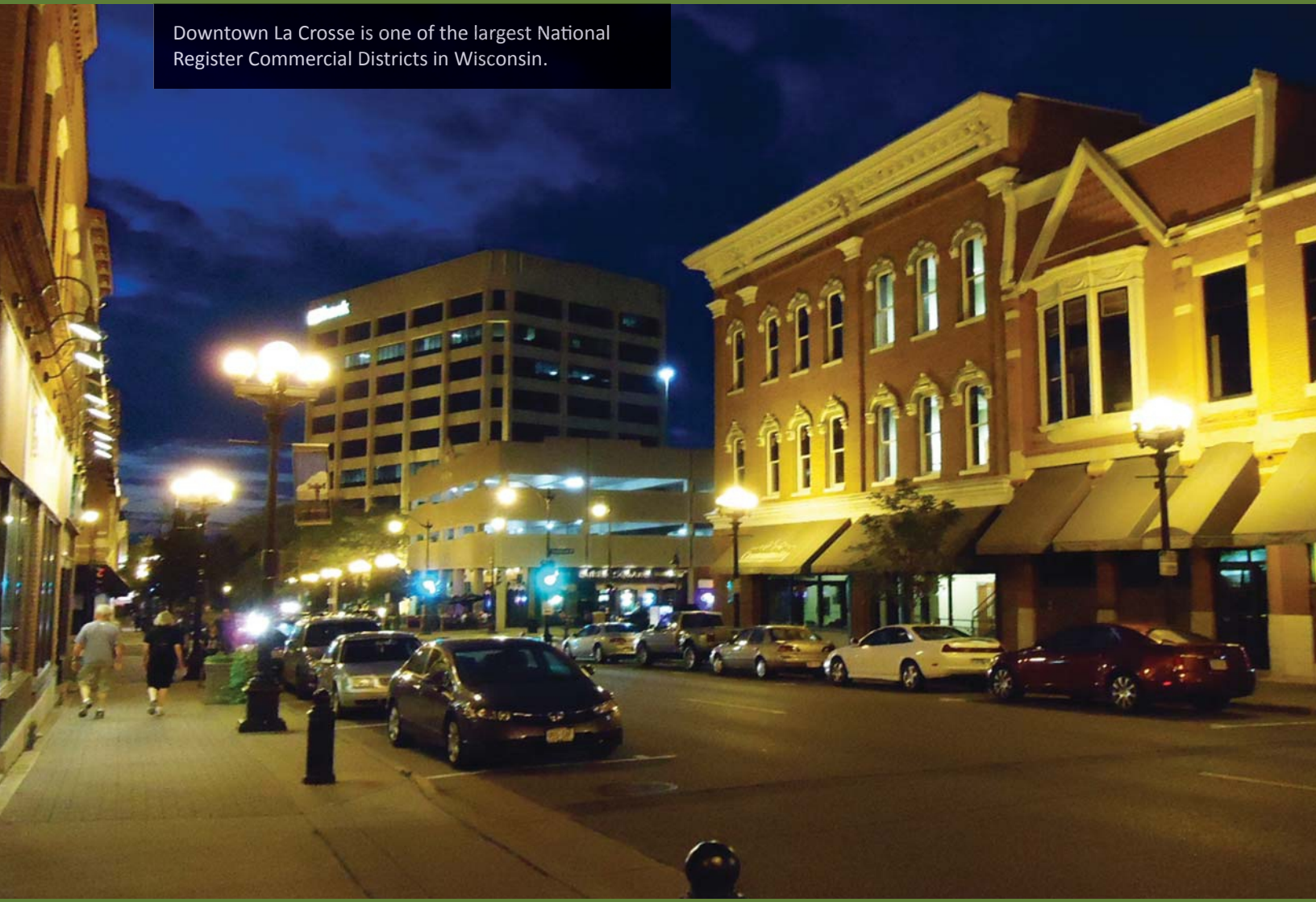


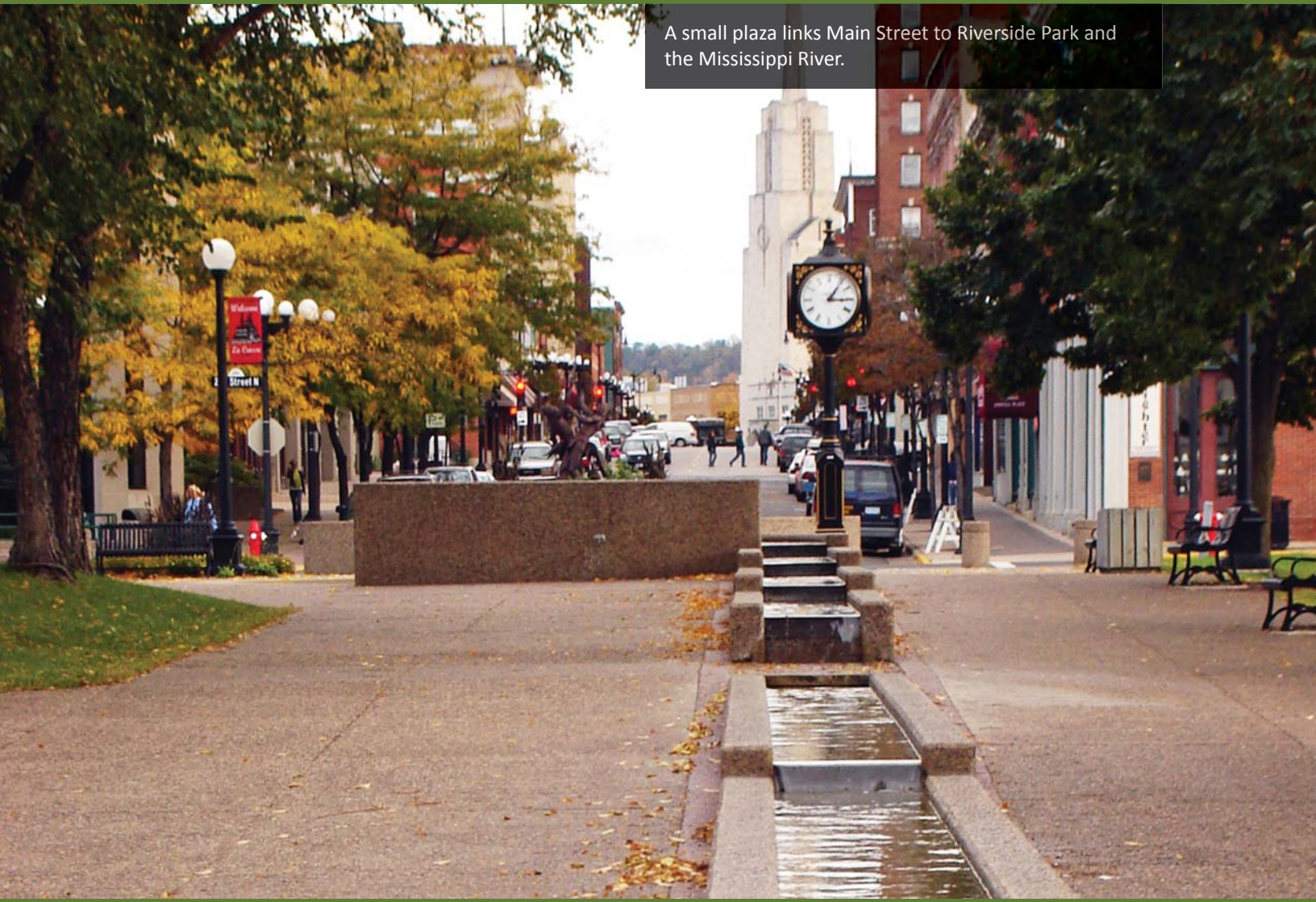
ADDITIONAL INFORMATION



A local artist sells his work along the sidewalk during Art Days.

Downtown La Crosse is one of the largest National Register Commercial Districts in Wisconsin.





A small plaza links Main Street to Riverside Park and the Mississippi River.

MAIN STREET

LOCATION :

LA CROSSE, WI

CITY POPULATION :

51,719

STREET LENGTH :

7 BLOCKS (0.55 MILES)

MAIN STREET

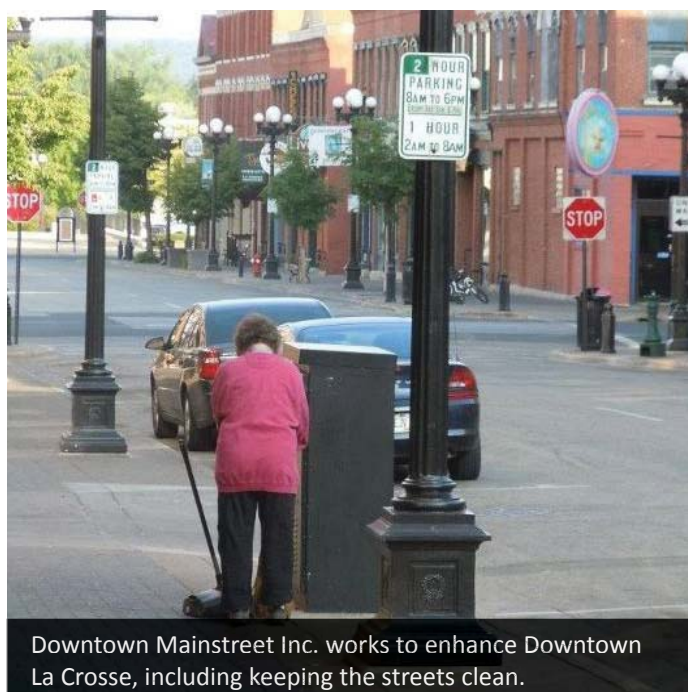
STREET CONFIGURATION

TWO-WAY STREET	TWO-WAY STREET	SIDEWALKS
<i>Historic District- Parallel parking on both sides</i>	<i>Parallel parking on both sides</i>	
<ul style="list-style-type: none"> • 40 ft. total width • 12 ft. lanes • 8 ft. parallel parking 	<ul style="list-style-type: none"> • 48 ft. total width • 16 ft. lanes • 8 ft. parallel parking 	<ul style="list-style-type: none"> • 10-15 ft. total width

STREETSCAPE LAYOUT

- Amenities are located in the outer third of the sidewalk zone
- Parallel parking buffers the sidewalk from the street
- A pedestrian corridor links the West end of Main Street to Riverside Park and provides a visual focal element at the street's terminus
- The Historic District is an example of the classic American main street with a compact streetscape, consistent setbacks and sidewalks lined with narrow shopfronts

* All dimensions are approximate



Downtown Mainstreet Inc. works to enhance Downtown La Crosse, including keeping the streets clean.





Scenic views of the Mississippi River from Riverside Park.

DEVELOPMENT & LAND USE

- 1-7 stories
- Retail, dining, hotel, cultural, municipal and commercial development
- The Public Library and park anchor the West end and serve as a transition into residential development
- Downtown is one of the largest National Register Commercial Districts in Wisconsin. Many of its historic buildings have been preserved and refurbished.
- Connects nearby Western Technical College and University of Wisconsin-La Crosse to the riverfront
- Close proximity to Viterbo University

AMENITIES

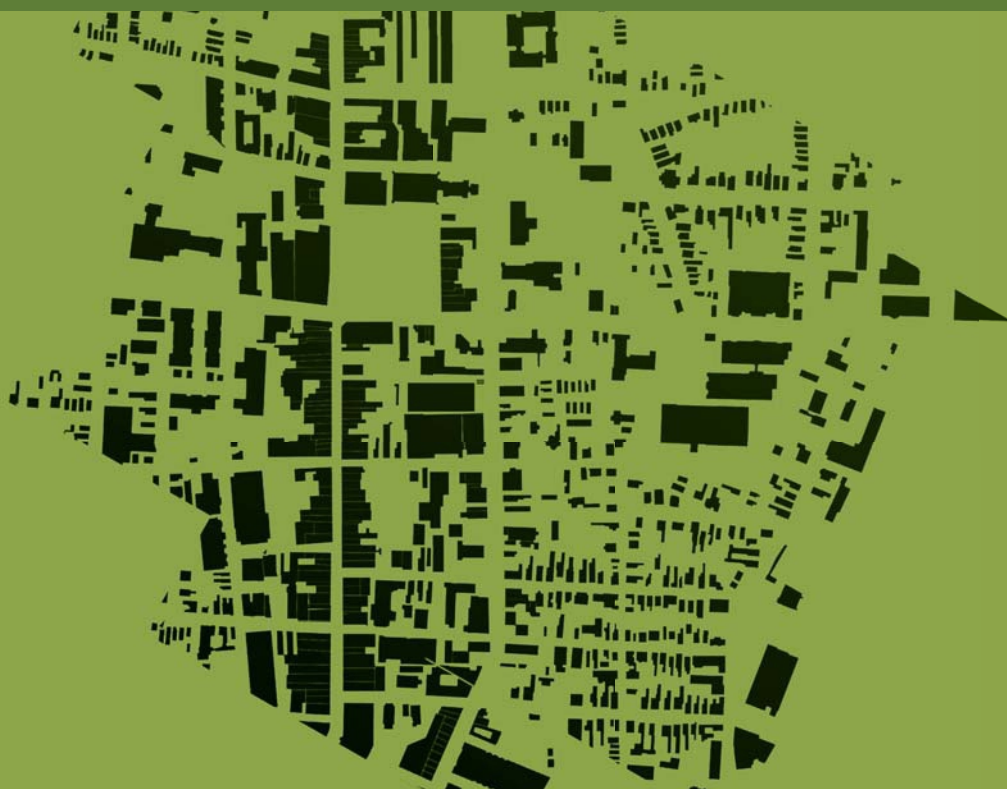
- Lamp posts with banners
- Streetlights
- Street trees (irregularly spaced)
- Clocks
- Fountain
- Outdoor dining within sidewalk zone
- Shop signage
- Trash bins
- Seasonal decorations
- Bollards
- Public art
- Occasional planters
- Brick paved sidewalks with concrete along outer third

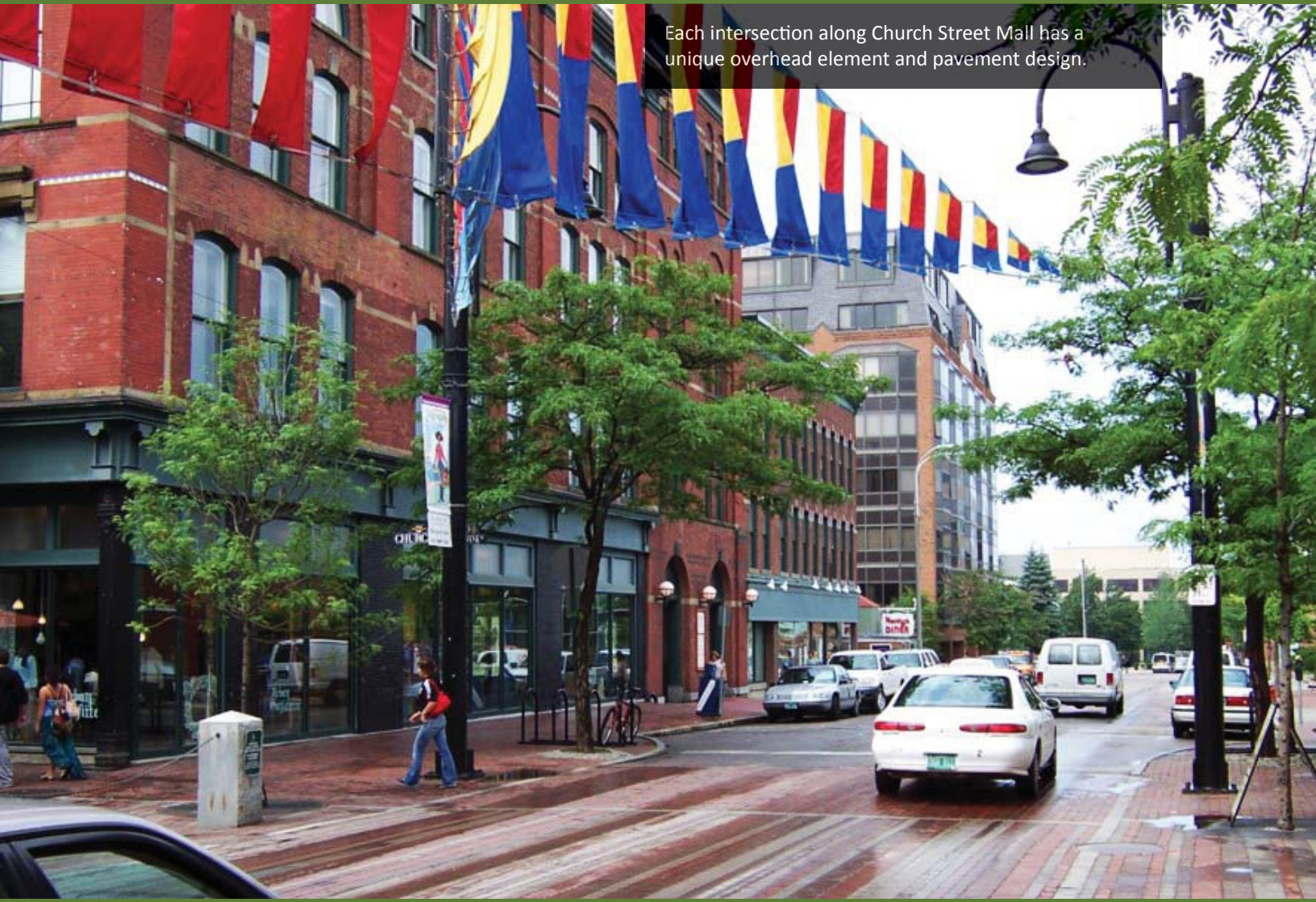
ADDITIONAL INFORMATION

La Crosse is the county seat of La Crosse County. The non-profit organization Downtown Mainstreet Inc. oversees, coordinates and facilitates the revitalization of the central La Crosse's central business district by improving organization, design,

promotion and marketing and economic structuring. DMI brings together various public and private groups and uses the city's master plan to guide their work.

Burlington's leaders contribute their downtown's success to collaborative "day-to-day management".





CHURCH STREET

LOCATION :

BURLINGTON, VT

CITY POPULATION :

42,417

STREET LENGTH :

5 BLOCKS (0.4 MILES)

CHURCH STREET

STREET CONFIGURATION

TWO-WAY STREET	PEDESTRIAN MALL	SIDEWALKS
<i>Parallel parking on both sides, transitions to parking on one side</i>	<i>Central corridor for Church Street Marketplace, a partially enclosed shopping complex totalling approximately 290,000 square feet</i>	
<ul style="list-style-type: none"> • 28-36 ft. total width • 10 ft. lanes • 8 ft. parallel parking 	<ul style="list-style-type: none"> • 60 ft. total width • 4 blocks 	<ul style="list-style-type: none"> • 10-20 ft. total width

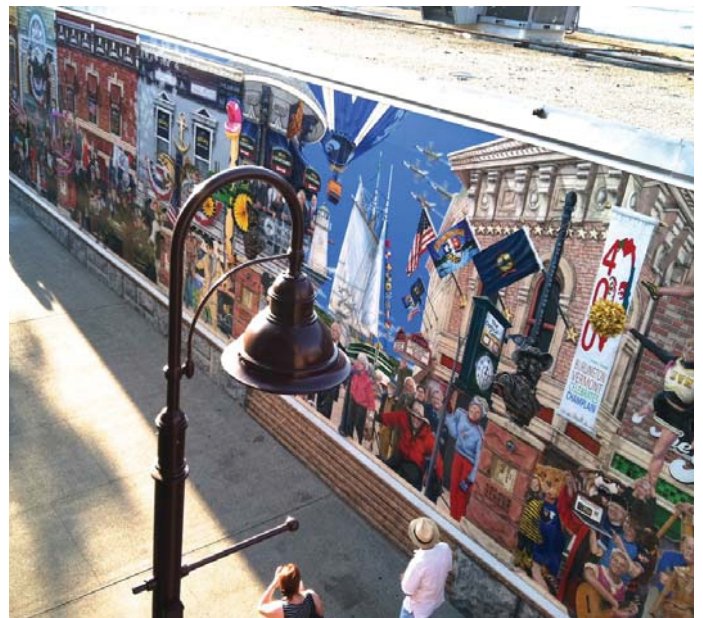
STREETSCAPE LAYOUT

- Unique paving designs delineate intersections as pedestrian zones and help calm traffic
- Parking lots and ramps are generally located within block interiors allowing development to face the street on three or four sides
- Outer 2/3 of the pedestrian mall are occupied by outdoor dining, shop activities, street trees and amenities; the center 1/3 is kept open for circulation
- A mix of public and private amenities and active and passive spaces make the pedestrian mall a busy and vibrant destination and the urban core of Burlington

* All dimensions are approximate

DEVELOPMENT & LAND USE

- 1-7 stories
- Retail, dining, housing, cultural, municipal and commercial development and higher education
- The pedestrian mall is the central corridor for the Church Street Marketplace, multiple entrances to the mall's interior are located along the pedestrian mall.
- Mix of historic and contemporary architecture. Recent architecture maintains a consistent style and reflects the character of historic buildings.
- City Hall and City Hall Park anchor the Southern end of the pedestrian mall. The 3/4 block park is a valued downtown greenspace and home to the weekly farmer's market during warm months.
- The Unitarian Church and its grounds anchors the Northern end, its clock tower is prominent focal element that visually encloses the mall
- Offices and apartments are located above retail space



AMENITIES

- Benches
- Informal seating
- Bus shelters
- Flags
- Lamp posts with banners
- Bike racks
- Street trees
- Overhead elements at intersections
- Food stands
- Public art
- Fountain
- Outdoor dining
- Shop signage
- Structures for posting public information
- Trash and recycling bins
- Brick paved pedestrian mall with detailed patterns and designs
- Unique pavement design at each intersection
- Seasonal decorations
- Bollards
- Public art and murals
- Awnings spanning entire building facades

ADDITIONAL INFORMATION

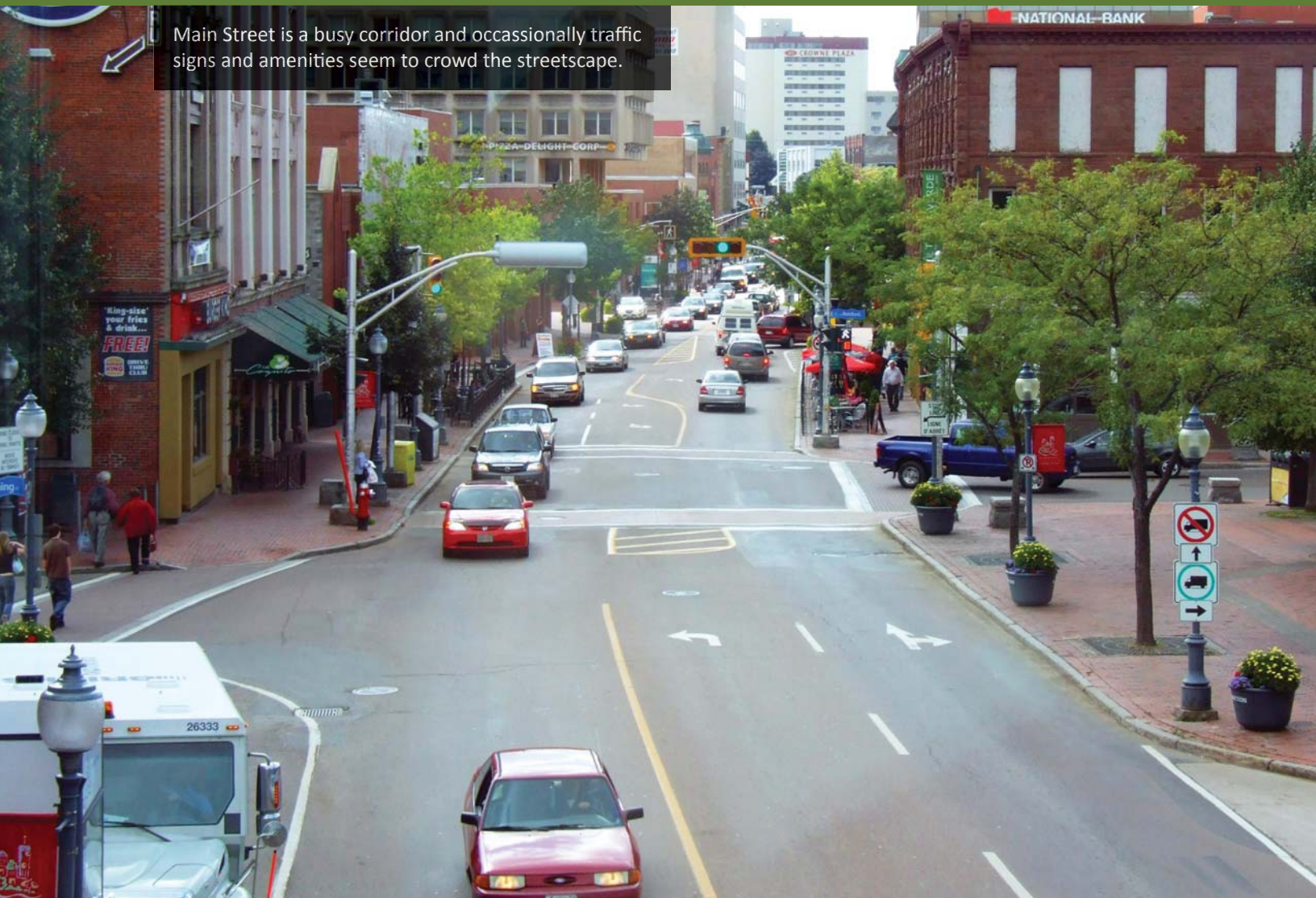
Burlington is the largest city in Vermont and the county seat of Chittenden County. The Church Street pedestrian mall was created in the late 1970s as a solution to a failing urban core. Soon after, shops, restaurants and urban living flourished. When the Church Street Marketplace shopping complex was later implemented, the two were smartly integrated to create an extensive and vibrant shopping destination. The pedestrian mall is managed by the Church Street Marketplace Commission

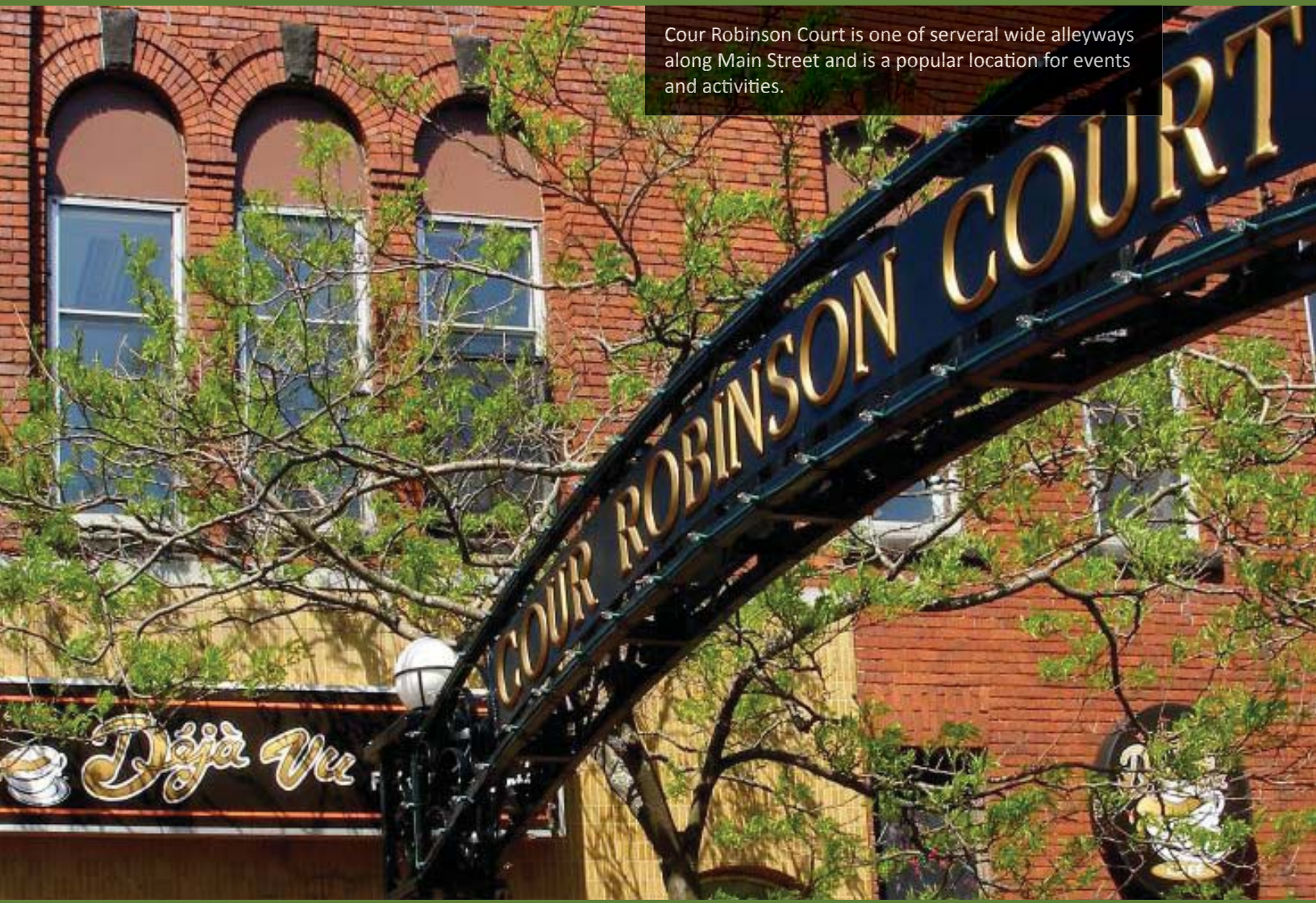
while the enclosed shopping mall is managed by a private company. Leaders contribute the success of Burlington's downtown to a collaborative management team that brings together the city and the private sector to manage, promote, and maintain Church Street.



Church Street Pedestrian Mall and the indoor shopping complex Church Street Marketplace have been innovatively integrated to create a vibrant shopping destination.

Main Street is a busy corridor and occasionally traffic signs and amenities seem to crowd the streetscape.





Cour Robinson Court is one of several wide alleyways along Main Street and is a popular location for events and activities.

MAIN STREET

LOCATION :

MONCTON, NB, CANADA

CITY POPULATION :

69,074

STREET LENGTH :

6 BLOCKS (0.4 MILES)

MAIN STREET

STREET CONFIGURATION

TWO-WAY STREET	TWO-WAY STREET	TWO-WAY STREET	SIDEWALKS
<i>Four lanes, no parking</i>	<i>Three lanes, occasional parking</i>	<i>Two lanes, no parking</i>	
<ul style="list-style-type: none"> • 40 ft. total width • 10 ft. lanes • two lanes each way 	<ul style="list-style-type: none"> • 30 ft. total width • 10 ft. lanes • third lane alternates serving as a bus lane, traffic lane or parking lane 	<ul style="list-style-type: none"> • 20 ft. total width • 10 ft. lanes • one lane each way 	<ul style="list-style-type: none"> • 10-20 ft. total width

STREETSCAPE LAYOUT

- Abundance of amenities and traffic signs crowd sidewalk
- Few surface parking lots are located immediately along Main Street. Expansive parking areas are located on the backside of blocks.
- Sidewalks widths vary frequently in response to road widths. Building facades, dining area and shop activities fluctuate along with these changes to create a dynamic and changing streetscape.

* All dimensions are approximate



Shop fronts featuring artwork, signage and seating.



City Hall Plaza located in the heart of downtown.



DEVELOPMENT & LAND USE

- 1-20 stories
- Retail, dining, hotel, cultural, municipal and commercial development
- Mix of historic and contemporary architecture; the use of brick and stone in recent development helps to create a somewhat consistent style
- Large alleyways not only improve pedestrian circulation, they also provide amenities and serve as public spaces commonly used for events and activities
- Several large plazas open up onto the street, including the Moncton City Hall Plaza
- Opportunities to create views and connections to the nearby Riverfront Park and Petitcodiac River are missed

AMENITIES

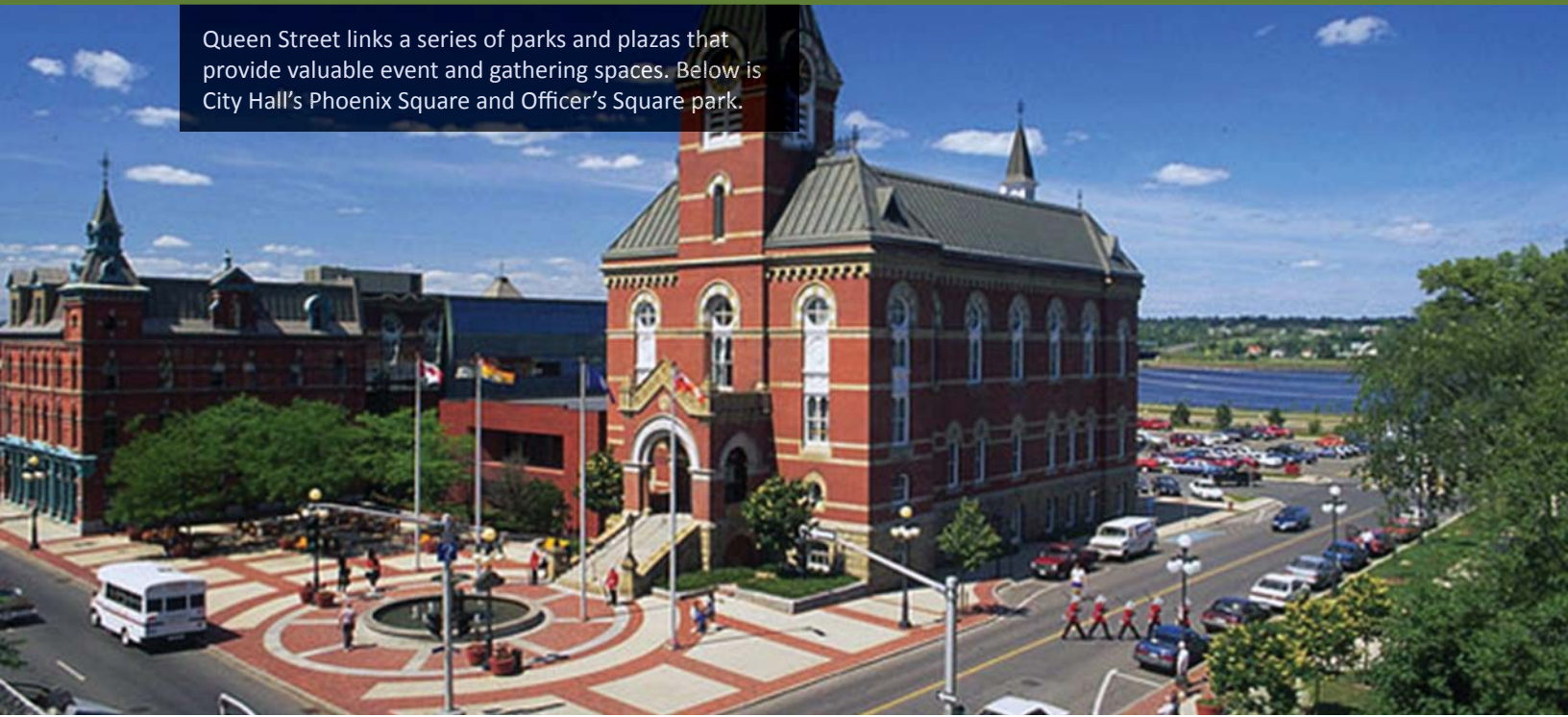
- Benches
- Stone plinths
- Bus shelters
- Flags
- Lamp posts with banners
- Bike racks
- Street trees
- Outdoor dining within sidewalk zone
- Shop signage
- Trash and recycling bins
- Brick paved sidewalks and crosswalks
- Bollards
- Public art and murals
- Planters
- Skyways
- Landscaped areas in sidewalk zone

ADDITIONAL INFORMATION

The non-profit organization Downtown Moncton-Centre-ville Inc. is dedicated to serving the interests of downtown building and business owners. They are also responsible for downtown enhancements. They have involved the community and stakeholders through the development of the New Brunswick

Business Improvement Area which prioritizes needs, manages maintenance programs, discusses issues and works on campaigns and project funding.

Queen Street links a series of parks and plazas that provide valuable event and gathering spaces. Below is City Hall's Phoenix Square and Officer's Square park.





Fredericton holds a wide range of community events throughout the year. A group gathers in Barrack Square for the weekly "Under the Stars Classic Film Series".

QUEEN STREET

LOCATION :

FREDERICTON, NB, CANADA

CITY POPULATION :

56,224

STREET LENGTH :

7 BLOCKS (1.0 MILES)

QUEEN STREET

STREET CONFIGURATION

ONE-WAY STREET	ONE-WAY STREET	SIDEWALKS
<i>Two lanes with parallel parking on both sides</i>	<i>Two-lanes with parallel parking on one side</i>	
<ul style="list-style-type: none"> • 42-44 ft. total width • 13-14 ft. lanes • 8 ft. parking 	<ul style="list-style-type: none"> • 32-34 ft. total width • 12-13 ft. lanes • 8 ft. parking 	<ul style="list-style-type: none"> • 12-25 ft. total wide

STREETSCAPE LAYOUT

- ‘Bump-outs’ reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic
- Pedestrian and vehicular alleys improve connectivity, decrease reliance on cars and bring life to block interiors
- Few surface parking lots, all of which are small and only one has cars that face the street
- Store fronts are pulled back at several intersections increasing the sidewalk zone and creating active corners
- Plazas, squares and building entrances integrate into the sidewalk zone contributing to a diverse and active streetscape that encourages events and gatherings
- Sidewalk widths vary with fluctuating setbacks and parking lanes and a diversity of development types

* All dimensions are approximate

DEVELOPMENT & LAND USE

- 1-9 stories
- Retail, dining, hotels, cultural, municipal and commercial development and higher education
- Considered the cultural and historic district of Fredericton
- The Civic Center, Playhouse theater and art galleries anchor the street’s East end and have made it a destination area
- Setbacks vary but remain in similar range helping to create an active but fluid streetscape
- Majority of Fredericton’s municipal buildings are located along Queen Street
- Officer’s Square park provides greenspace, views to the Saint John River and place for community events
- The street links a series of public spaces



AMENITIES

- Bus stops (no shelters)
- Benches
- Lamp posts with flags
- Bike racks and posts
- Trash bins
- Street trees- 30 ft. spacing
- Trees located on the property side of the sidewalk
- Parking meters
- Brick paving on outer third of sidewalk and occasional banding in sidewalk
- Shop signage (municipality has worked with store owners to keep signage in the outer third of the sidewalk zone to help maintain pedestrian flow and accessibility)
- Outdoor dining and shop activities in sidewalk zone
- Fountains
- Public art
- Planters
- Flagpoles
- Sidewalk Clock

ADDITIONAL INFORMATION

Queen Street was the winner of the Canadian Institute of Planners 2012 “Great Places in Canada” award in the Streets category. Downtown is enhanced and improved by non-profit Downtown Fredericton Inc. Weekly programmed fitness, art and cultural events utilize the street year around. Officer’s Square becomes a skating rink during the winter months. It is

also the location of many of Fredericton’s long list of festivals including Atlantic Canada’s largest outdoor music festival. Celebrations and gatherings at Officer’s Square and Phoenix Square spill out into the sidewalk and street. The street is closed to vehicular traffic during large events.



The Playhouse theater and new Civic Center anchor the East side of Queen Street making it a destination for tourists and locals alike.

Bike racks, public art, lighting and street trees along
Trafalgar Street.





TRAFALGAR STREET

LOCATION :
NELSON, NEW ZEALAND
CITY POPULATION :
46,600
STREET LENGTH :
4 BLOCKS (0.35 MILES)

TRAFALGAR STREET

STREET CONFIGURATION

TWO-WAY STREET	SIDEWALKS
<i>Angled parking on both sides</i>	
<ul style="list-style-type: none"> • 56 ft. total width • 12 ft. lanes • 16 ft. angled parking 	<ul style="list-style-type: none"> • 10-25 ft. total width

STREETSCAPE LAYOUT

- No surface parking lots are located immediately along Trafalgar Street. Majority of parking areas are located within block interiors allowing development to face the street on three or four sides.
- Amenities and shop activities occur throughout the sidewalk zone
- Angled parking buffers the sidewalk from the street
- Mid-block crosswalks are placed at significant points
- Alleys increase connectivity and provide access to parking and shops within block interiors
- 'Bump-outs' with pavement variation and amenities are located at every intersection and reduce crosswalk distances, create pedestrian nodes at street corners and help calm traffic

* All dimensions are approximate

DEVELOPMENT & LAND USE

- 1-7 stories
- Retail, dining, cultural, municipal and commercial development
- Eclectic architecture and large shop signage can be visually distracting
- There are few breaks from shop fronts and no plazas or pocket parks offering repose from the busy streetscape
- Trafalgar Square, downtown's largest greenspace, anchors the street's South end; the Cathedral tower is prominent focal element that visually encloses the street
- The Maitai River and bridge anchor the street's Northern end
- Sidewalk space at street corners is used by retail and food trucks
- Areas within parking lanes are designated for outdoor dining with brick paving and bollards or gates
- Consistent awnings provide protection from the sun and rain



AMENITIES

- Benches
- Lamp posts with banners
- Street lights
- Bike racks
- Brick paved sidewalks
- Street trees
- Retail and food stands
- Outdoor dining within sidewalk and parking zones
- Shop signage
- Trash and recycling bins
- Bollards
- Public art
- Planters

ADDITIONAL INFORMATION

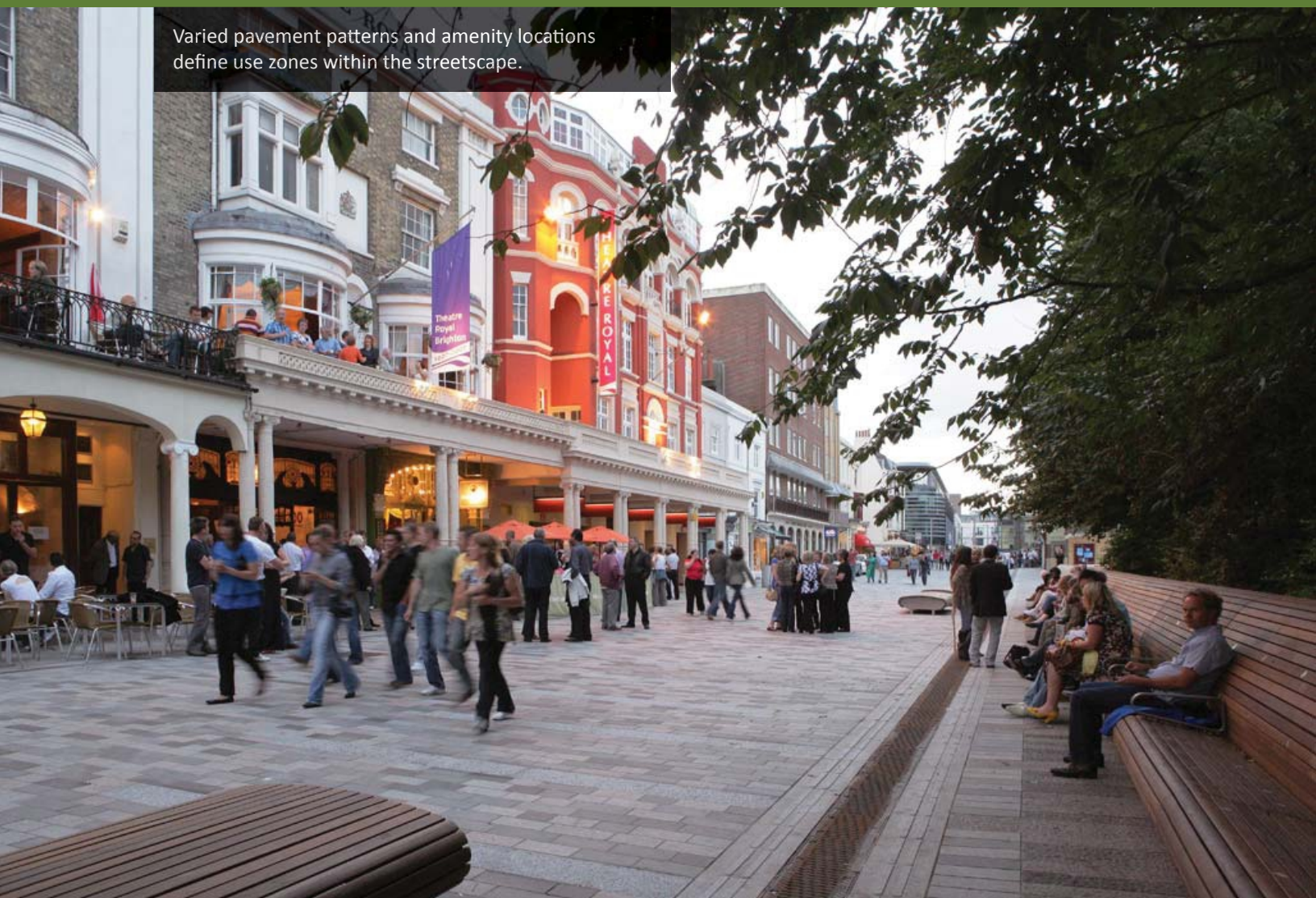
The group Uniquely Nelson works with city businesses, the City of Nelson and other key stakeholders to create and promote Nelson's vibrant retail, hospitality and business scene. They focus on enhancing the central business district with, with

Trafalgar Street at its core, through physical improvements, increased services, supporting businesses, marketing and sustainability initiatives.



Colorful shopfronts along Trafalgar Street.

Varied pavement patterns and amenity locations define use zones within the streetscape.



New Road successfully integrates vehicular, bicycle and pedestrian circulation with more passive activities.



NEW ROAD

LOCATION :

BRIGHTON, UK

CITY POPULATION :

155,919

STREET LENGTH :

1 BLOCK (0.12 MILES)

NEW ROAD

STREET CONFIGURATION

SHARED SPACE PEDESTRIAN MALL

New Road is a 'shared space', vehicles are allowed but it is a pedestrian dominated zone.

- 45-60 ft. total width

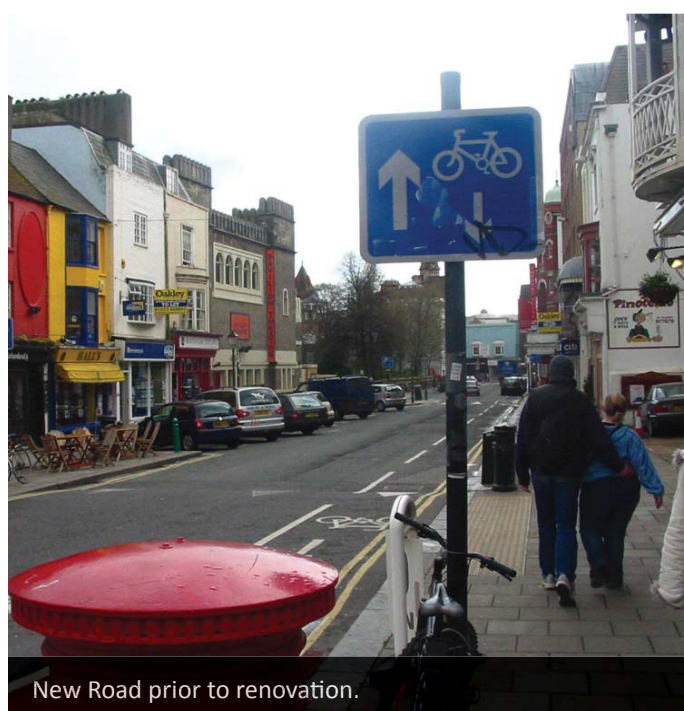
STREETSCAPE LAYOUT

- The layout was driven by people-focused public space programming that promotes cycling, dining, sitting, meeting, walking, and watching
- Wide, textured rumble strips at entrances to alert drivers that they are entering a pedestrian space
- A detailed pavement pattern encourages drivers to maintain slow speeds
- Variation in the pavement pattern, texture and finish define various use areas within the streetscape such as dining areas, shop activities, sitting and standing areas and high traffic zones
- A tactile strip along one side and high contrast strip along the other provides wayfinding for the visually impaired
- Location of amenities varies from edges to centrally located in the corridor to create active and passive spaces
- Views to the Brighton Pavilion are maintained

** All dimensions are approximate*

DEVELOPMENT & LAND USE

- 1-6 stories
- Retail, dining, cultural and commercial development
- Narrow shopfronts display an eclectic but well maintained mix of architecture
- New Road is an arts hub of Brighton and is located along the City's Cultural Mile, a public space that links many of the city's cultural institutions
- The street opens up onto Brighton Pavilion Gardens, successfully merging greenspace and urban space
- Provides pedestrian connections and views to the prominent Brighton Pavilion



New Road prior to renovation.

AMENITIES

- Benches
- Steps provide informal seating
- Lamp posts
- Bike racks
- Outdoor dining and shop activities
- Shop signage
- Trash bins
- Granite paving
- Bollards
- Public art
- Tactile and high contrast wayfinding for visually impaired

ADDITIONAL INFORMATION

New Road was previously a typical vehicular street that was little used and falling into neglect. Brighton and Hove City Council saw the potential of the street as a public space and initiated its renovation. The one block shared space is now the fourth most popular place for people to spend time at in

Brighton. Cycling along the street has risen 22% and pedestrian numbers by 162%. The project has won awards from the Civic Trust, the National Transport Award for Urban Design, the Landscape Institute and the British Stone Federation.



Bicycle parking, cafes and crowds occupy what was once a typical city street.